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Ogden, Utah

A DEVELOPMENT PLAN FOR THE MURDOCK BASIN ATV TRAIL SYSTEM

87

A DEVELOPMENT PLAN FOR THE MURDOCK BASIN ATV TRAIL SYSTEM

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Clemson Class of 1987

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ABSTRACT

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Title: A Development Plan for the Murdock Basin ATV (All-Terrain Vehicle) Trail System

Abstract: Many National Forests are experiencing significant increases in recreational use by all-terrain vehicles (3-and 4-wheelers). The growing popularity of this relatively new form of recreation use has created a new dimension in recreation demand and a new set of problems that need to be managed. The public has a real interest in being able to ride these machines in the National Forests. Although some areas and trails have been opened or developed on the National Forests, further opportunities exist to provide for ATV use. Development of an ATV trail system also creates recreational opportunities for other uses including hiking, horseback riding, motorcycling, cross-country skiing and mountain biking.

The Kamas District opened a designated ATV trail system during the spring of 1987. This paper documents a proposal for development of the Murdock Basin ATV Trail System located on the same district. The project will recommend a trail system that could be implemented as funds become available. This paper will provide a guide for similar projects that also may be developed on other National Forests.

EXECUTIVE SUMMARY

A Development Plan for the Murdock Basin ATV Trail System

Audience Description

The specific target audience for this project paper includes Region Recreation Staff, Forest Recreation Staff, and District Recreation Staffs in National Forests throughout the United States. State agencies and private organizations interested in providing trail systems for ATV users would also benefit from this paper.

Summary

A National Recreation Survey Conducted in 1977 revealed that driving vehicles such as jeeps, 4-wheel drive trucks and motorcycles off road was more popular than hunting, camping, canoeing, cross-country skiing, and was as popular as boating. On the National Forests in Utah most of the use on backcountry roads was by 4-wheel drive vehicles, although an occasional motorcycle could be seen on various roads and trails. However, a few years ago a 3-wheel all-terrain vehicle (ATV) was developed that soon became as popular on backcountry roads as the motorcycle. The 3-wheel cycle type was soon replaced by a more stable 4-wheel version. It was evident that users were looking for new and different places to ride -- places where this new versatile machine, that could climb almost any hill, could legally operate. Most land managers were not ready for the burgeoning ATV use. As with anything new, acceptance of the use was needed before planning and problem solving could go forth. Acknowledging ATV use during forest planning is a good beginning.

Presently, only two developed ATV trail systems exist on the National Forests in Utah. The intent of this project is to document a proposal for development of another ATV trail system and to provide a guide that will be useful to managers in their planning and development of trail systems on National Forests in Utah and other State and private lands.

The decision to document a planning process was based on experience gained during completion of a trail system in 1986. Four "phases" of development were established to allow efficiency in describing the process. The reader should understand that the phases will interact with each other at various times. Phase 1, or Preliminary Research, consists of evaluation of the specific site, fieldwork, and trail planning. Phase 2 includes six potential written (documentation) processes that result in approval of the project. Phase 3 consists of a design and mapping process of the actual trail; and Phase 4 results in finishing trail completion tasks that are required before the trail is officially opened for use.

Completion of the Murdock Basin ATV Trail System requires further fieldwork and approval of the project. The results of the evaluation presented in this paper indicate the project is viable and could realistically begin in the spring of 1989. Based on the continued popularity of all-terrain vehicles the completion of another developed trail system would be welcomed by recreation users.

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I. INTRODUCTION AND STATEMENT OF PURPOSE

The purpose of this paper is to document a proposal for development of the Murdock Basin ATV Trail System and provide a guide for similar projects that may be developed on other National Forests.

Most ranger districts located in the State of Utah, on the Wasatch-Cache National Forest, particularily the Kamas Ranger District, have been experiencing the effects of the recent popularity of 3-and 4-wheeled ATV's. ATV (or all-terrain vehicle) means any motor vehicle 50 inches or less in width, having an unladen dry weight of 700 pounds or less, traveling on three or more low-pressure tires, having a seat designed to be straddled by the operator, and designed for or capable of travel over unimproved terrain. (Refer to 41-42-2(2) Utah Off-Highway Vehicle Act.)

The two-wheeled motorcycle was an infrequent user of National Forest trails. Their use was generally limited to the more open desert areas. However, all of a sudden, a motorized 3-wheeled, fat-tired vehicle joined the motorcycle, followed by a more stable 4-wheel version; and soon these fun, versatile machines discovered the unique qualities of backcountry roads and mountain trails, generally located on National Forests. One hopeful image of the new ATV (as expressed by many land managers) was "Ignore them and maybe they will go away". However, as ATV popularity and numbers dramatically increased, this attitude needed to change.

Industry estimates suggest that currently there are about 179,000 all-terrain vehicles in the State of Utah. If motorcycles and snowmobiles

are added, this figure jumps to 200,000. 150,000 recreational vehicles will be traveling on the National Forests in the State of Utah during the hunting season alone (Ogden Standard Examiner, Sunday, Sept. 29, 1985). Nationally, 500,000 ATV's are sold each year. (Robert F. Parenti - Utah Safety Council Director).

With the increase of ATV's, the demand for recreation resources changed. According to a 1977 National Recreation survey, among those who engaged in recreation activities more than four times during the past twelve months "driving vehicles or motorcycles off road" was more popular than:

* Hunting,
* Camping in developed or primitive areas,
* Canoeing, kayaking, or river running, or
* Cross-country skiing, and was as popular as
* Boating.

This growing popularity of off-road vehicles required that more areas be made available for their use. Although many backcountry forest areas were suitable for ATV use, a myriad of questions soon arose as to which area could be used and what safety problems would be faced. Managers were quickly trying to determine where, under what conditions, ATVs would be allowed to operate and what regulations would apply. The ATV operators were asking similar questions.

The following challenges were faced by public policymakers, resource planners and managers as they tried to address these questions:

1. The impacts of illegal use to public and private lands.

2. The effect of noise on wildlife and other users.

3. Environmental impacts on the resource.

4. Conflicts with other recreation use.

5. Where vehicles should be allowed to operate.

6. Safety considerations and who is responsible.

7. Licensing of operators and machines.

8. Distribution of current information.

9. Designation of trails and signing in conjunction with travel management maps.

10. Identification and evaluation of the enthusiasts' needs.

11. Communication and cooperation among users, policymakers, and resource managers.

12. Funding of ATV trail systems.

Although the challenges are broad, they must be met now. "Current environmental and social problems will be compounded by failing to provide for the needs of ORV enthusiasts". (Nicholes, 1980)

ATV enthusiasts that stop in the office, write or call for information, or are contacted in the field are always asking, "Where can we ride?". During my personal contacts with members of off-highway vehicle organizations, the most common statement was, "We need areas to ride in that are legal and open for use".

Anticipating this need, the Wasatch-Cache National Forest Land and Resource Management Plan provided a guideline in the Weber-Provo Management Unit that stated: "Develop a system of motorbike trails in Murdock Basin and Cedar Hollow". As a result of that direction, the first ATV trail system in Region 4 of the Forest Service, the Taylor Fork-Cedar Hollow ATV Trail, was officially opened on June 13, 1986. We were moving ahead to meet the demand for a relatively new form of recreation use.

Currently only two known developed ATV trail systems exist on the National Forests in Utah -- the Taylor Fork-Cedar Hollow Trail on the Wasatch-Cache National Forest and the Bull Valley Trail on the Fishlake National Forest.

A news article in 1985 stated: "The growing popularity of off-road vehicles requires the development of more areas for their use -- areas nearer to population centers and recreation areas. To its credit, the Forest Service now is proposing ATV trails near campgrounds in the Beaver

Creek area near Kamas. Every land management agency ought to be looking at such possibilities."

II. REVIEW OF LITERATURE

Discussion on the subject of all-terrain vehicles has been featured in numerous articles and periodicals including: Blue Ribbon Magazine - The Voice of Western Outdoor Recreation, The OHV Planner - The Off-Highway Vehicle Planner Newsletter, Western Rider - The West's Off-Road Magazine, 4-H Magazine, Guns and Ammo, Field and Stream, Future Farmers of America, Utah Farmer, and others such as utility company publications, outdoor magazines, and law enforcement publications.

A few more commonly known technical guide books in the ATV field are: Tips and Practice Guide for the ATV Rider (Specialty Vehicle Institute of American-SVIA), ATV Safety Training Manual (Outdoor Empire Publishing, Inc.), A Trail Rider's Guide to the Environment (American Motorcycle Association), Washington Off-Road Vehicle Guide (Dept. of Natural Resources-State of Washington), American Motorcycle Association's Trail Riding in America, A Guide to Recreational Off-Road Riding, Utah's Off-Highway Vehicle Users Guide (Utah Outdoor Recreation Agency) and Off-Road Vehicle Recreation (USDI-Bureau of Land Management).

The Washington Off-Road Vehicle Guide provides an excellent compiled list of reference materials for the off-road enthusiast which can be found in the following categories according to one's area of interest:

- ORV Organizations
- Regional Guides
- How To Travel Off Road
- ORV Maintenance and Repair
- Films on Four-Wheeling
- Wilderness Survival and Trail Travel
- First Aid and Mountain Medicine
- Maps and compass
- Hypothermia and Frostbite.

III. METHODOLOGY

The decision to document the ATV trail development process was based on my experience with first-hand in-the-field exposure to the development of the Taylor Fork-Cedar Hollow ATV Trail system. This system, the first in Region 4, revealed the need for more recreation trails of this type.

Documenting the development of an ATV trail falls naturally into four major phases. These are Phase I: Preliminary research in the field to determine the potential for an ATV trail system. If a trail system appears feasible, Phase II leads into the approval process. The project is initiated and budgets evaluated. The public is involved in preliminary scoping, and at the conclusion of an environmental analysis final approval may be received. Phase III consists of on-site identifying, mapping, and layout of the trail and its associated facilities. Trailheads are located, the trail shape is laid out by segments, and a final trail design is completed. After final trail design, Phase IV starts. A sign plan is made, a project budget is formulated, and the trail brochure will be completed before the trail opening date. Finally, after the method of trail construction is decided, trail construction begins.

Realistically all 4 phases, as presented in this document, necessarily interact with each other during the entire process. However, for the purpose of explaining various steps, the report is divided into 4 main phases.

Phase I: Preliminary Research

Trail Planning

As preliminary planning for the Murdock Trail System began, a review was conducted of the available literature on the subject of ATVs. The answers to the following questions help a land manager assess the suitability of a proposed trail. Although a number of papers suggest a variety of criteria for trail development, these cover a wide range of considerations and offer a maximum of flexibility that may be applied to the Murdock Basin system and others as well.

"1. Resources Availability - Is the area available for ATV use? Determine if the land is open or closed to any kind of ATV use, who the owner is and who is responsible for management. When you find out who owns or manages the land you can determine if ATV use is permitted through travel plans, land use plans or legislation i.e., local, state or national law for the public type or single or corporate ownership for the private type.

2. Resource Useability - Is the resource useable by ATV's? Some environmental considerations are a) a variety of terrain, b) soil stability (ATV use on a properly designed trail is no more environmentally degrading than any other use.), c) precipitation and its effect on trails regarding water handling capabilities to lessen erosion, e) wildlife needs, desires and needs of all other trail users, logging, mining, livestock, etc., f) rider satisfaction in the form of scenery, lakes, fishing, hunting, historic sites, or other opportunities.

3. Access - How far is the resource from the population centers?

Studies show that use drops off considerably beyond 125 miles from the users' organization point via main highway. 0 to 25 miles of travel is suggested for graveled (secondary) roads and 0-10 miles on unimproved (primary) roads.

4. Parking - What do you do with the transportation vehicles?

Design parking to fit the area in accordance with how many users it will serve. Consider year-around or seasonal use.

5. Trail Planning - What size, length and type of trails are desirable?

Consider trail size, length, travel distance per day and the system concept or what slope the trail will eventually look like.

6. Support Facilities - What type of support facilities are needed for ATV's?

A few facilities to decide upon are restrooms, water, picnic shelters, campsites and off-loading.

7. Funding - How do you fund trailbike projects?

A range of possibilities include registration, state gas tax funds, user tax (leveed on sale of equipment), permits (sold to users of facilities), volunteer/donations, other types of federal funding." (Wells, Planning for Trailbike Recreation, Part II)

Other writers suggest that ATV users will use the vehicle as a "...tool of transportation to participate in other recreation activities such as

camping, picnicking, fishing, photography, cultural sightseeing, riding for pleasure and many more opportunities". (Nicholes, 1980)

Design of trail systems must incorporate a multitude of considerations. A balance must be maintained between providing a recreation use and protecting the environment. "The challenge centers on the task of providing trail users with a high-quality recreational experience while at the same time minimizing the potential impacts of motorized vehicles in the forest setting." (Roy Janson, AMA Land Use Coordinator)

Another primary task in preliminary trail planning is to identify the users' wants and needs. Joe Wernex writes:

"The successful trail must:

1. Satisfy the trailbike enthusiast;
2. provide protection for the environment; and
3. be developed and managed in a cost-effective manner". (Wernex, 1984).

Here he places the users' satisfaction as #1.

As preliminary planning for the Murdock Trail System continued, the author met with leaders of the Utah ATV Association and Utah Trail Machine Association to obtain their specific input. They identified Utah off-road vehicle (ORV) enthusiasts' wants and needs as follows:

1. Where possible, provide short loop routes or open areas near campgrounds or trailheads for the younger ATV riders.

2. Provide trails that are shorter (15-20 miles) and less strenuous (compared to motorcycle trails).

3. Utilize loop design during development and planning.

4. Provide more trails designed for use by a variety of vehicles or other users in different seasons i.e., motorcycles, mountain bikes, ATV's, 4-wheel drive vehicles and snowmobiles.

5. Consider connecting use areas to form a state-wide trail system or border-to-border trails.

6. Involve the user during the planning stages rather than present them with a fait accompli saying, "Here is what we built for you". It may not be what they needed or wanted.

7. Expand and promote the Adopt-a-Trail to a wider spectrum of users. The public is willing to assist in construction and maintenance of these trails.

Fieldwork

The next step is on-the-ground evaluation of the proposed trail vicinity. At this stage of trail development one should:

1) Gather information from people who have first-hand knowledge of the vicinity.

2) Take a topography map and aerial photos each time you travel to the site to help identify existing roads, trails and other features. The USGS topography map will be used to plot existing roads, existing trails, proposed connector trails and any other potential needs such as trailheads, bridges, cattleguards, and signs. The map will, no doubt, need to be revised as trails are added, or modified for various reasons. Overlays may be used on the master map to identify additional alternatives.

3) At the site do the following:

a) review the characteristics of the land to identify those that will provide the best recreation experience i.e., scenic vistas, waterfalls, natural land formations, lakes, meadows, historical sites, etc.

b) evaluate soil conditions in relation to potential vehicle use.

c) identify sensitive areas that may be adversely affected. Examples might be: wildlife travelways, livestock use, utility corridors, existing man-made structures, etc.

d) determine what the potential conflicts might be with existing uses.

Evaluation of Murdock Basin

The preliminary on-site evaluation of Murdock Basin is as follows:

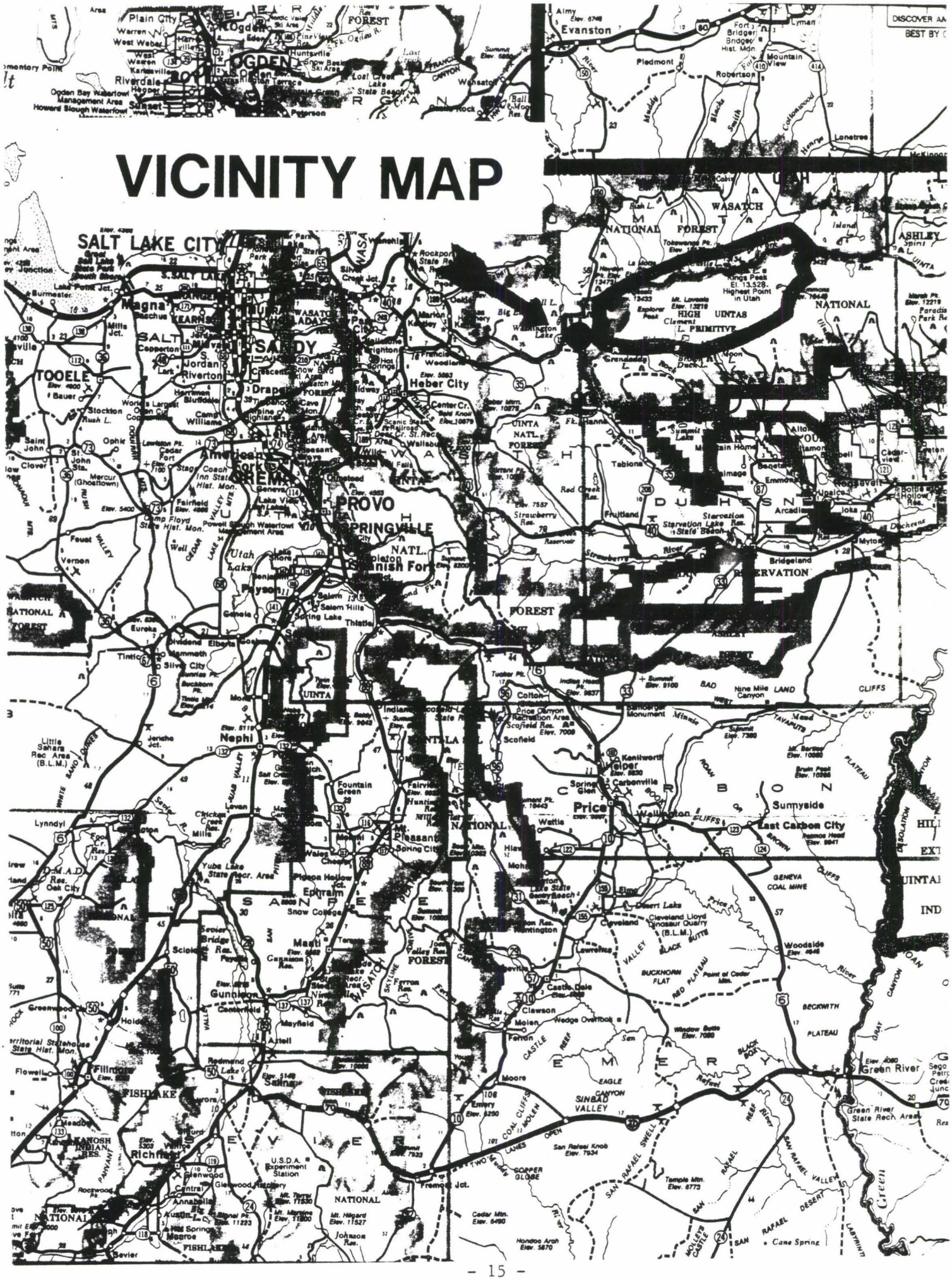
The proposed trail is located within 1 to 1 1/2 hour travel distance from major population centers in Ogden, Provo, and Salt Lake City. It is located in Northeastern Utah approximately three miles west of the High Uinta Wilderness Area within the Wasatch-Cache National Forest, three miles east of State Highway 150, and three miles south of Mirror Lake.

There are seven named lakes and 40 to 50 unnamed ponds that can be found scattered throughout the area. Elevations vary from 9,000 feet near Little Deer Creek to 11,212 at Murdock Mountain. As one travels through the area one can see into the High Uinta Wilderness, view the rugged beauty of the Duchesne River and its tributaries, mountain peaks, lakes, streams, and meadows. In 1980 a 2,000 acre fire burned a portion of the south end of Murdock Basin. Today a new forest is slowly returning. Vegetation is primarily lodgepole pine; however, other species include Douglas fir, spruce and some aspen.

In the past, the area was logged extensively. Slab piles and sawdust beds remain near existing dirt roads. The Murdock Basin area, which includes Broadhead Meadows, contains approximately 20 miles of existing dirt road. During the summer months one can occasionally see deer, moose or elk. The area is very rocky; therefore, little maintenance is needed on travelways. In addition to lumbering in the past, hunting and woodgathering are the more popular uses of the area.

It is envisioned that many people will be willing to travel to the trail since the Mirror Lake Highway and all of its amenities are already heavily used. In the future it may be possible to connect both ATV areas on the district with a well designed trail which would expand the available opportunities for ATV and other users by allowing more choices for extended travel.

VICINITY MAP


SALT LAKE CITY
Ogden
Evanston
PROVO
SPRINGVILLE
Heber City
Price
Nephi
Richfield
Green River
Magna
TOOELE
Riverdale
Plain City
Riverton
Draper
Sandy
Murray
Midvale
Bountiful
Layton
Clearfield
Kaysville
Farmington
Centerville
Woods Cross
North Salt Lake
Orem
Provo
Springville
Spanish Fork
Payson
Salem
Eureka
Tintic
Vernon
Grantsville
Stockton
Lake Point Jct.
Burmester
Saint John
Ophir
Clover
Fairfield
Camp Floyd State Hist. Mon.
Cedar Fort
Lehi
American Fork
Alpine
Highland
Cedar Hills
Pleasant Grove
Lindon
Geneva
Vineyard
Utah Lake
Lake Shore
Benjamin
Genola
Santaquin
Goshen
Elberta
Mammoth
Silver City
Jericho Jct.
Little Sahara Rec Area (B.L.M.)
Lynndyl
Chicken Creek Res.
Oak City
Yuba Lake State Recr. Area
Fillmore
Flowell
Meadow
Kanosh Indian Res.
Greenwood
Holden
Scipio
Gunnison
Manti
Ephraim
Snow College
Mt. Pleasant
Spring City
Fairview
Fountain Green
Moroni
Sterling
Ferron
Emery
Castle Dale
Clawson
Molen
Wedge Overlook
Desert Lake
Cleveland
Elmo
Orangeville
Huntington
Lawrence
Woodside
Wellington
Sunnyside
East Carbon City
Scofield
Price Canyon Recreation Area
Kenilworth
Spring Glen
Carbonville
Wattis
Helper
Castle Gate
Standardville
Soldier Summit
Indianola
Colton
Thistle
Salem Hills
Spring Lake
Utah Lake State Beach
Goshen Bay Wildlife Management Area
Howard Slough Waterfowl Mgmt. Area
Powell Slough Waterfowl Management Area
Provo Bay Waterfowl Management Area
Ogden Bay Waterfowl Management Area
Willard Bay State Recr. Area
Pineview Res.
Causey Res.
Huntsville
Eden
Liberty
Wilson
Ogden
Washington Terrace
Pleasant View
Harrisville
Hooper
West Weber
Warren
West Warren
Kanesville
Sunset
Peterson
Layton
Kaysville
Farmington
Centerville
Bountiful
Woods Cross
North Salt Lake
Magna
Copperton
Lark
Bingham Canyon
Herriman
Bluffdale
Camp Williams
Draper
Riverton
Jordan
Midvale
Sandy
Alta
Snowbird
Brighton
Solitude
Big Cottonwood Canyon
Little Cottonwood Canyon
Park City
Kamas
Oakley
Francis
Woodland
Hoytsville
Marion
Peoa
Rockport State Park
Wanship
Echo Res.
Silver Creek Jct.
Coalville
Henefer
Croydon
Morgan
Mountain Green
Porterville
Enterprise
Hardscrabble Mtn.
Mt. Timpanogos
Provo Peak
Mt. Nebo
Mt. Baldy
Mt. Pisgah
Mt. Wire
Mt. Peale
Mt. Tukuhnikivatz
Mt. Dutton
Mt. Waas
Mt. Ellen
Mt. Hillyard
Mt. Marvine
Mt. Terrill
Mt. Hilgard
Mt. Mellenthin
Mt. Pennell
Mt. Ellsworth
Mt. Emmons
Mt. Lovenia
Kings Peak
El. 13,528. Highest Point in Utah
Gilbert Peak
Explorer Peak
Clement Mtn.
Grandaddy L.
Rock Duck L.
Rush L.
Stansbury Island
Antelope Island
Fremont Island
Timpie Springs
Grantsville
Tooele
Rush Valley
Skull Valley
Dugway Proving Ground
Dugway Mts.
Granite Mts.
Simpson Mts.
Cedar Mts.
Deep Creek Mts.
Fish Springs Res.
Fish Springs Nat. Wildlife Refuge
Pilot Peak
Wendover
Bonneville Salt Flats
Bonneville Speedway
Silver Island Mts.
Newfoundland Mts.
Pilot Range
Goshute Peak
Goshute Indian Res.
Ibapah
Trout Creek
Callao
Partoun
Gandy
Sevier Lake
Sevier Bridge Res.
Gooseneck Res.
Scipio
Holden
Fillmore
Territorial Statehouse State Hist. Mon.
Meadow
Kanosh Indian Res.
Greenwood
Flowell
Oak City
Yuba Lake State Recr. Area
Chicken Creek Res.
Lynndyl
Jericho Jct.
Little Sahara Rec Area (B.L.M.)
Nephi
Levan
Salt Creek
Mills
Juab
Santaquin
Genola
Payson
Salem
Spanish Fork
Springville
Provo
Orem
Lindon
Pleasant Grove
American Fork
Alpine
Highland
Cedar Hills
Lehi
Saratoga Springs
Eagle Mountain
Cedar Fort
Fairfield
Camp Floyd State Hist. Mon.
Stockton
Ophir
Saint John
Clover
Burmester
Lake Point Jct.
Magna
Copperton

MEADOW IN MURDOCK BASIN (FALL 1987)

OLD MILL SITE (FALL 1987)

United States Department of Agriculture | Forest | Wasatch Cache National Forest | Kamas Ranger District

Reply to: 2350 Recreation Trails | Date: January 16, 1986

Subject: Proposed Beaver Creek - Cedar Hollow ATV Trail System

To: Forest Supervisor

In response to increasing public demand for places to ride 3 and 4 wheel all terrain vehicles (ATV's), the Kamas Ranger District proposes to develop an ATV trail system in the Beaver Creek - Cedar Hollow area, located about 10 miles east of Kamas.

The trail system will be developed from existing low-standard roads and trails, with the following improvements:

a. Relocation to avoid user conflict with Shingle Creek Campground.
b. Reconstruction of deteriorated or inadequate sections of trail.
c. Construction of key sections of new trail to create loop trails.
d. Installation of trailheads, bridges, and cattleguards where needed.
e. Posting of directional and regulatory signs.

The entire proposal is comprehensive, however the area could become usable to ATV's by implementing only part of it.

A map is attached along with a 1900-4 which reflects an approximate cost of the project.

Proposed improvement costs are listed as follows (estimate):

Trailheads

Slate Creek	$12,000
Shingle Creek	$12,000
Cedar Hollow	$12,000

Bridges

Beaver Creek (near Slate Cr.)	
40 feet	$ 1,800
Failure Canyon (near Admin. site)	
10 feet	$ 800
Shingle Creek (near Pine Valle C.G.)	
60 feet	$ 3,500

Signing

Taylor Fork C.G. Entrance sign	$ 450
25 junction signs + installation	$ 1,150

Cattleguards

Beaver Cr. Trail (west of admin. site)	$2,000
Beaver Cr. Trail (west of Taylors For C.G.)	2,000
Loop Trail (west of admin. site)	2,000

Trail Reconstruction

Beaver Creek Trail, 3.5 mi.	$ 700
Pine Valley Trail, 2.5 mi.	$ 500
Loop Trail, .5 mi.	$ 100

Trail Construction

Plantation to Taylor Fork, .5 mi.	$ 400
Taylor Fork to Failure Canyon, 1 mi.	$ 800
Mine to head of Red Pine, 1 mi.	$ 800
Skyline Trail, 1.25 mi.	$1,000

Taylor Fork Campground

Modify 4 units and 3 parking areas to accommodate ATV trailer - vehicle units.

$3,800

Dan Symmes
for WAYNE ANDERSON
District Forest Ranger

Forest	Sub-Unit or District	Fiscal Year	Project or Management Code Name
Wasatch Cache	Kamas - 03	1986	ATV TRAIL SYSTEM

PROGRAM - PROJECT WORK PLAN

Project Description

Proposed Beaver Creek - Cedar Hollow ATV Trail System

Salaries (Name)	Days	Daily Rate	Compensation Salaries	Compensation Unemploy.	Travel Days	Travel Rate	Per Diem Costs
TOTAL							TOTAL

Equipment (WCF)	Months F.O.R.	Hrs. or Miles	F.O.R. or Use Rate	Equipment Costs
			Subtotal WCF	

Equipment (Rental)	Period	Rate	Equipment Costs
		Subtotal Rental	
		TOTAL	

Materials and Supplies	Costs	Contracts, Space, Computer, and Other	Costs
Signing 072-32	1,600		
Cattleguards 072-32	6,000		
Trail Reconstruction 151-32	1,300		
Trail Construction 151-32	3,000		
TOTAL		TOTAL	

anagement Cose	D/V	MIH Code	Appropri-ation	St.	Account/ Activity	Function Major	Function Sub	Project P	Project Major	Project S	Project Suff	Planned Costs	Planned Accomplishment Period	MAR No.	Measure	Units
						072	32					1,600	1st			
						072	32					6,000	2nd			
						151	32					1,300	3rd			
						151	32					3,000				

Forest	Sub-Unit or District	Fiscal Year	Project or Management Code Name
Wasatch-Cache	D-3	1986	ATV Trail System

PROGRAM - PROJECT WORK PLAN

Project Description

Proposed Beaver Creek - Cedar Hollow ATV Trail System

Salaries (Name)	Days	Daily Rate	Compensation: Salaries	Compensation: Unemploy.	Travel: Days	Travel: Rate	Per Diem Costs
TOTAL							TOTAL

Equipment (WCF)	Months F.O.R.	Hrs. or Miles	F.O.R. or Use Rate	Equipment Costs
			Subtotal WCF	

Equipment (Rental)	Period	Rate	Equipment Costs
		Subtotal Rental	
		TOTAL	

Materials and Supplies	Costs	Contracts, Space, Computer, and Other	Costs
Bridges 072-32	6,100		
Campground Modification 071-48	3,800		
Campground Construction 071-48	36,000		
TOTAL		TOTAL	

anagement Cose	D/V	MIH Code	Appropri-ation	St.	Account/ Activity	Function: Major	Function: Sub	Project: P	Project: Major	Project: S	Project: Suff	Planned Costs
						072	32					6,100
						071	48					3,800
						072	48					36,000
												57,800

Planned Accomplishment: Period	MAR No.	Measure	Units
1st			
2nd			
3rd			

SCOPING DOCUMEN

SCOPING DOCUMENT

Cedar Hollow A.T.V. Trail System

March 1986

Project Description

In response to increasing public demand for sites to operate 3 and 4 wheel all-terrain vehicles (ATV), the Kamas Ranger District of the Wasatch-Cache National Forest will develop an ATV trail system within the Beaver Creek-Cedar Hollow area, located about 10 miles east of Kamas. (Portions of T2S and T3S, R7E, SLM. See attached map.) The project would be implemented in stages beginning in June and July, 1986.

Decisions Needed

The 1985 Wasatch-Cache National Forest Land and Resource Management Plan identified the Cedar Hollow area as an approved site for the trail system. (See page IV-142, Weber-Provo Management Unit, W-C Forest Plan.) Other areas could be identified and evaluated; however, only Cedar Hollow has the potential to be integrated with a nearby developed campground suitable for ATV's. Therefore, this E.A. will not address alternative sites.

The District Ranger will have to make the following decisions:

- Final design of the trail network. (An existing road system is in place; therefore, little or no trail construction will be required.)

- What portion to develop during the initial phase.

- What safeguards are needed for the public user and cost-effective protection of the resources.

Issues and Concerns

So far, the IDT (interdisciplinary team) has identified the following issues and concerns; however, additional ones may be identified when we receive input from interested publics. Of the following listed, those that are expected to be sensitive are underlined:

1. Noise. Depending upon the final location of the trail, people in adjacent campgrounds, dispersed recreation users, wildlife and adjacent land owners in Pine Valley may be disturbed by the vehicles.

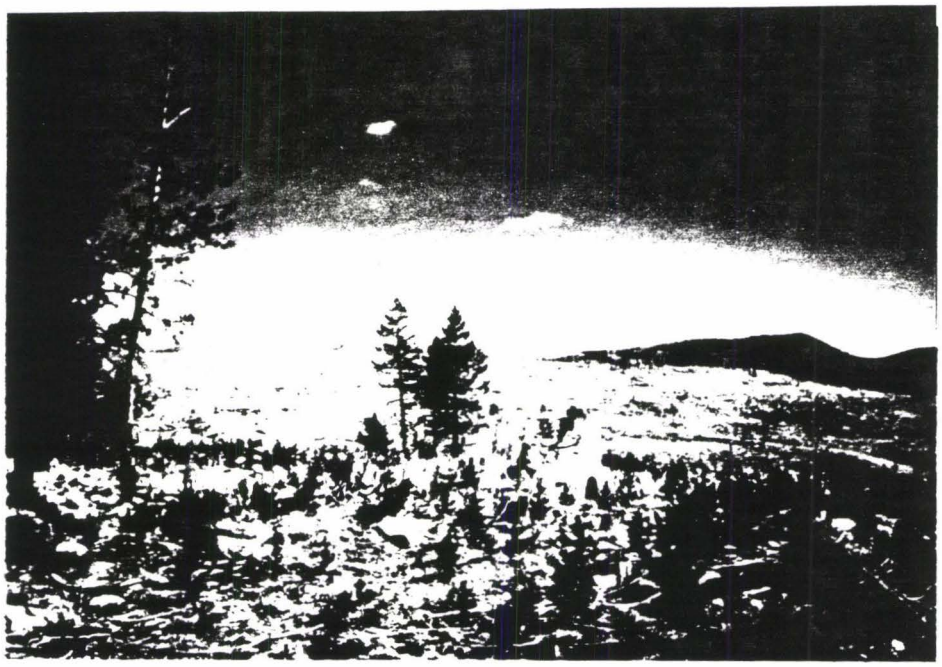
2. Dust. May affect adjacent campgrounds.

3. Trail Access. It will be important to locate trail access with relation to aesthetics and safety. If further trailhead development is needed, they would be scheduled in future phases. Determine potential conflict between use of 4x4 vehicles on existing roads and restricting use to 3 and 4 wheelers 45 inches in width.

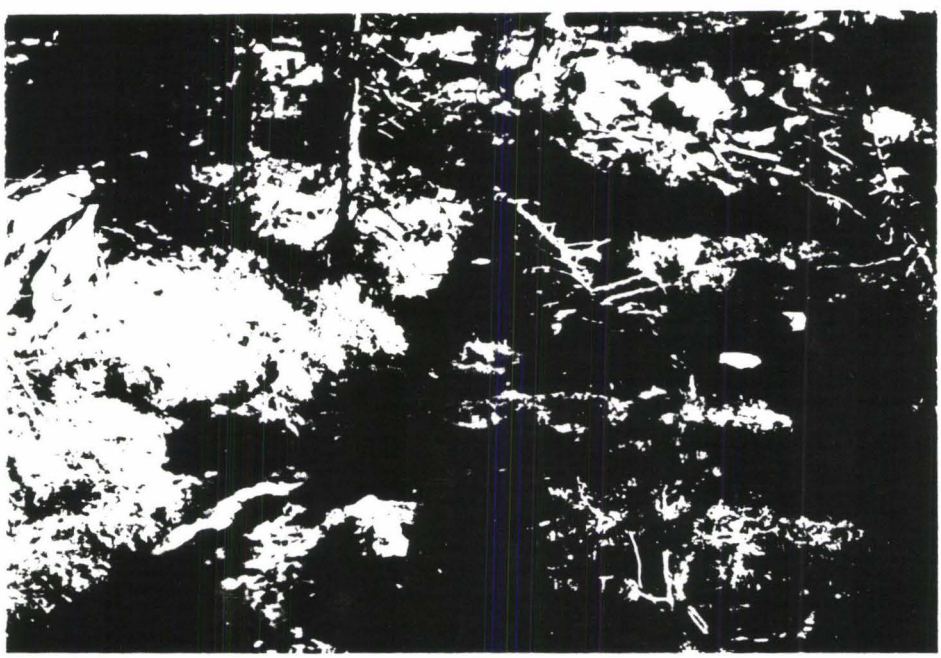
4. Campground Modification. The Taylor Fork Campground would be modified to effectively handle ATV type of use ie., parking, ingress and egress, signing.

5. Wildlife. Deer and a few elk and moose may be observed during the summer months. The Cedar Hollow area is very popular during the fall hunting season. ATV's chasing wildlife could be a problem especially early in the year during calving and fawning season.

6. Livestock. Cedar Hollow is part of the Kamas Valley Grazing Association Allotment. It is grazed by cattle during the early spring months. Grazing is rotated between the east and west half of the allotment every other year. Cattle graze a longer portion of the season in the Taylor Fork - Failure Canyon area of the allotment. ATV's disrupting cattle could be a problem. If cattleguards were not installed, existing gates would probably be left open.



MURDOCK BASIN FIRE OF 1980 (FALL 1987)



STREAM IN MURDOCK BASIN (FALL 1987)

Phase II - The Approval Process

The actual required approvals needed for the Murdock ATV System will be completed when funding for this project has been allocated and the project is included in district objectives.

Project Initiation Letter

The approval process begins with the development of a Project Initiation Letter which is completed after a meeting between the District Ranger and project leader. Preliminary research shows that the Murdock Basin may be an adequate site for an ATV trail. In this meeting, we will identify adjacent landowners, special use permittees and livestock permittees; contact will need to be made with those people. IDT (Interdisciplinary Team) members for the Environmental Analysis will be identified. The team consists of specialists who provide technical resource data and respond to other technical aspects of the project. Sensitive issues will need to be discussed and listed. The Environmental Analysis date for completion should be agreed upon and documented at this time. All of the above and any other direction or problems that may need to be evaluated will be included in the Project Initiation Letter.

"The project initiation letter or memorandum is an important management tool, because it does two critical things:

1) Writing the memorandum forces the supervisor or staff officer to think through the project before sending the IDT off to work on it.

2) The memorandum tells subordinates what is expected." (Shipley) (See example in appendix.)

Budget Letter

Following the Project Initiation Letter, a general letter of information that includes proposed improvement costs is drafted and submitted to the Forest Supervisor. This document that is sent to the Supervisor's Office will allow them to become aware of possible district monetary needs and will provide an overview of the proposed project. For example, the overview might include:

The trail system will be developed from existing low standard roads and trails, with the following improvements:

A) Relocation of trail to avoid user conflict with campground,
B) Reconstruction of deteriorated or inadequate sections of trail,
C) Construction of key sections of new trail to create loop trails,
D) Installation of trailheads, bridges and cattleguards where needed,
E) Posting of directional and regulatory signs.

Proposed improvement costs are broken down and listed by category and a Program-Project Work Plan (Form R4-1900-4) is completed and included in this budget letter. (See example in appendix.)

The Interdisciplinary Team then meets to consider the entire scope of the project. The ID Team consists of specialists that were selected during the Project Initiation Letter development or any that may have been added as a result of issues or concerns identified by the project leader. The meeting would most likely include:

"* A review of the project initiation letter/memorandum

* A review of any relevant environmental documents (programmatic EISs or parallel EAs) or background files dealing with the proposed action

* Discussion of the ground rules for the IDT

* A rough list of all potential issues and concerns

* A survey of writing and editing tasks, especially those requiring cooperation from the word processing folks or the graphics shop

* A preliminary schedule (or flowchart) of the task (This would include major deadlines and checkpoints, not individual assignments.)" (Shipley, 1988)

From the conclusions reached by the ID Team, a Scoping Document is prepared. This includes a project description, decisions needed, issues

and concerns, potential alternatives, and public involvement. (See example in appendix.) The Scoping Document becomes the foundation for the Environmental Analysis after incorporating public input.

Public Information Letter

A Public Information Letter, or a preliminary description of known issues and concerns, is sent to interested parties. This letter outlines the proposal with a request that any other ideas and suggestions or further issues and concerns be submitted to a predetermined address by a certain date. A preliminary map of the trail system should be sent with this letter. (See example in appendix.) It is mailed to county commissioners, other federal and state resource agencies, private individuals, adjacent landowners, special use and livestock permittees and any other interested parties identified from a local mailing list.

Content Analysis

As public comments about the project are received, the team leader collects and submits them to the Supervisor's Office for a Content Analysis. The Content Analysis segregates any new important issues and concerns that need to be considered in the project. (See example in appendix.)

All members of the ID Team will submit their field reviews to the team leader who then becomes responsible for seeing that all comments, both

internal and external, are entered and evaluated in the Environmental Analysis.

Environmental Analysis

Potential issues and concerns which may be addressed by the Environmental Analysis are:

A) Noise -- may affect adjacent campgrounds, dispersed recreation users, adjacent landowners and wildlife

B) Dust -- and its affect on adjacent campgrounds

C) Access to the trail from an aesthetic and safety standpoint

D) Changing existing campgrounds to ORV campgrounds

E) Use of ATV's in campgrounds

F) Impacts on wildlife and livestock

G) Fire hazards

H) Visual impacts

I) Soil erosion

J) Vandalism -- possibly to nearby private land owners.

Upon completion of the Environmental Analysis, the IDT makes its recommendations to the responsible official for approval or disapproval. The Environmental Analysis and its accompanying Decision Notice becomes a major focal point at this time in the scheme of development since it will provide a go or no-go, or limitation, to the proposed project. In addition, the EA will develop mitigation needed for the project to be acceptable.

At the time approval is received for the Murdock Basin Trail System, the on-site design and mapping, completed in Phase III, can then be utilized.

Phase III - Design and Mapping of Murdock Basin Trail

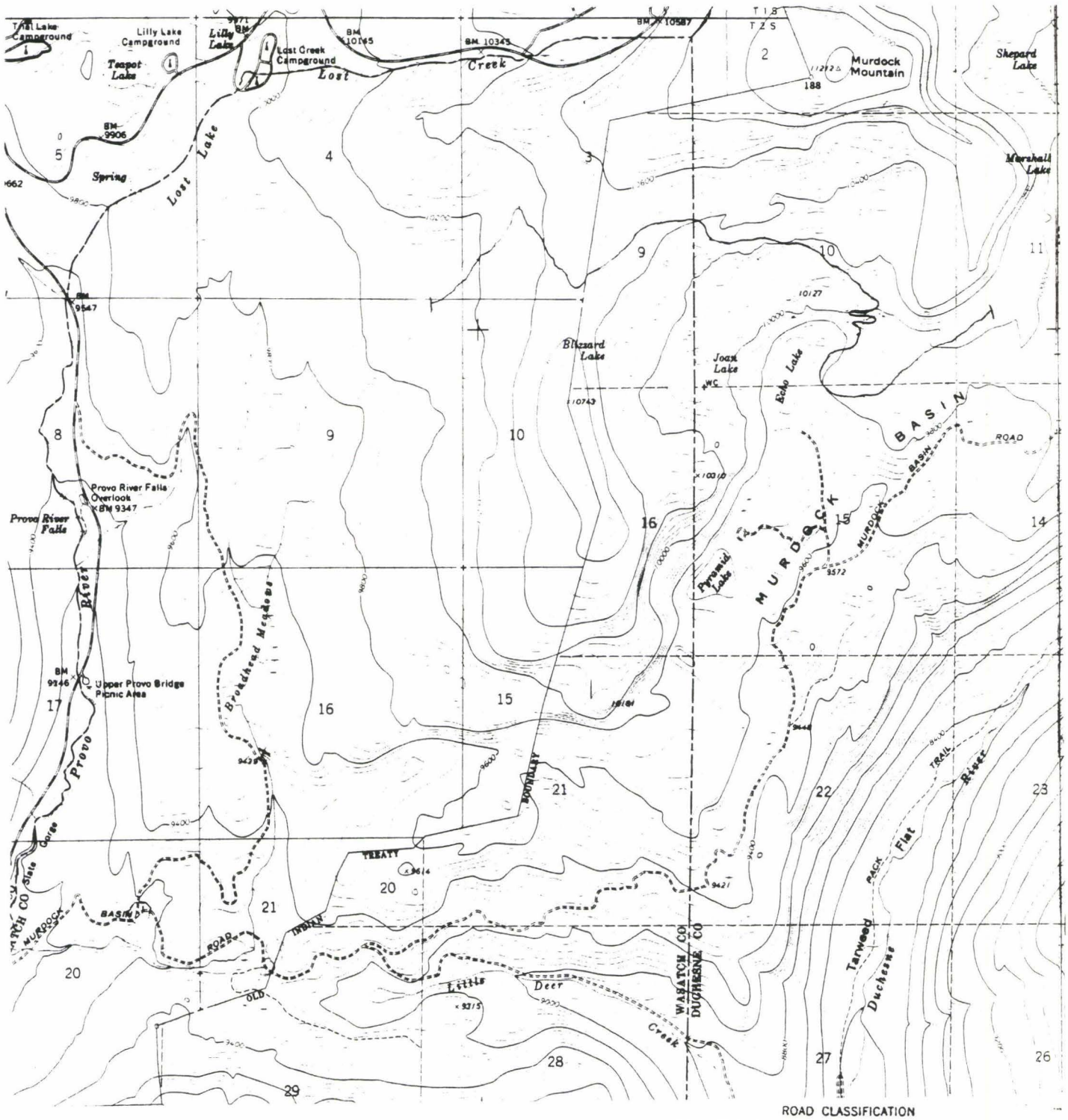
The objective for the Murdock Basin Trail System is not to provide trails for the serious competitive rider, but for individual and family recreational enjoyment. The following area map shows Murdock Basin in its relation to known landmarks such as the Mirror Lake Highway. The trail has been divided into 3 segments (see following maps). Based on the best available information, each trail segment has been evaluated according to the following inventory:

1. Location
2. Length
3. Recommended trail specifications (see appendix)
4. Categories (easiest, more difficult, most difficult)
5. Trail names and numbers
6. Soil conditions
7. Tread condition
8. Grade
9. Damage
10. Problems needing correcting
11. Scenic features
12. Sensitive areas
13. Dispersed camping potential
14. Use -- current and future
15. Other future land and management activities.

Final approval for route locations will be determined in the Environmental Assessment which is site-specific to Murdock Basin. Many items listed above will be further evaluated on-the-ground during the field season and in the Environmental Assessment process as discussed earlier.

All trails in Murdock Basin have been designed for two-way traffic. Few off-road ATV or motorcycle trails are limited to one-way travel. A single direction trail will lead riders to adopt a false sense of security in their riding habits by not expecting anyone to be approaching from the opposite direction. Two-way traffic is the norm in most current means of transportation. Experience indicates that it is far better to educate users to the understanding that at any time they may be confronted with oncoming users, vehicles or wildlife, and that vehicles should be operated at a proper speed which will allow the opportunity to react to anything that may confront them on the trail.

AREA MAP



ROAD CLASSIFICATION

Primary highway, hard surface ——— Light-duty road, hard or improved surface — —

Secondary highway, hard surface ——— Unimproved road - - - - -

Interstate Route U. S. Route State Route

SCALE 1:24 000

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 0 1 KILOMETER

CONTOUR INTERVAL 40 FEET
DATUM IS MEAN SEA LEVEL

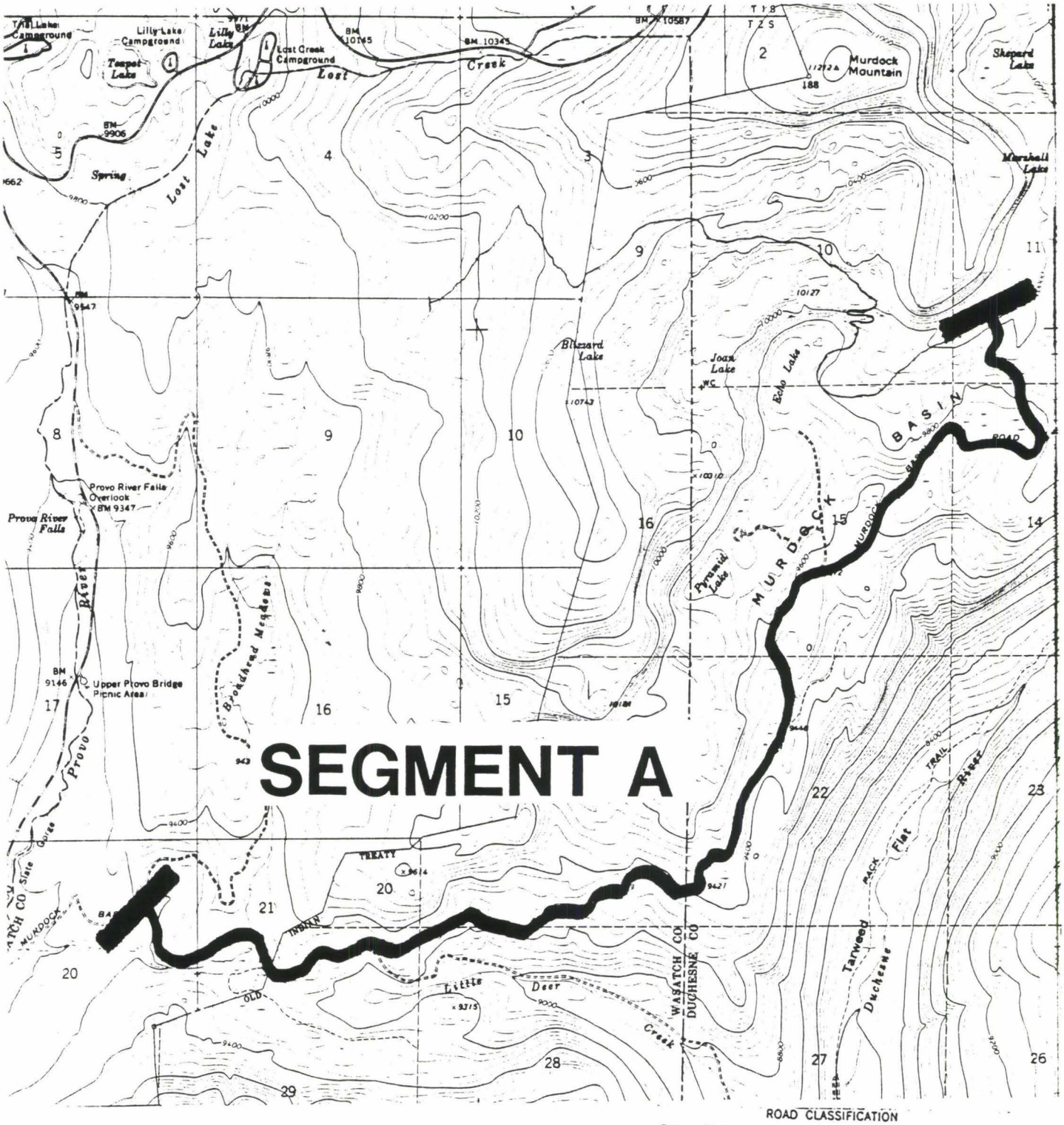
Trail Segment A

Segment A consists of 6.0 miles of existing rocky road classified as "Easiest". Soil erosion is not evident since most of Murdock Basin and its' roads are extremely rocky. At times, heavy precipitation will disturb portions of the road surface which may make it nearly impassible for jeeps and trucks, but only increase the challenge for ATVs. The grade varies from 2-8%. Drainage is adequate and the existing road location will not need to be changed.

Numerous dispersed camping sites are available throughout the Murdock Basin area. Current use consists of woodcutting, camping, hunting, fishing and off-highway travel by a variety of vehicles. Livestock have grazed the area on a limited basis during the summer months; however, no livestock use is planned beyond 1987.

Traveling east from the trailhead one will be able to view the Murdock Basin Fire of 1980. This fire burned about 2,500 acres, which are in the process of regeneration. To the south the Little Deer Creek Reservoir failed in 1963 and gouged its' way to the Duchesne River to the east, leaving a unique visible scar on the landscape. Approximately 4-6 miles along the route, the Duchesne River drainage is a spectacular sight. From this point, just before arriving at Section B, you can look into the High Uinta Wilderness. Depending on the time of year, you may see moose, elk, deer or grouse.

Since only one main loop system is being planned, the trail name could be signed at the beginning of Segment A as the "Murdock Loop Trail".



ROAD CLASSIFICATION

Primary highway, hard surface

Secondary highway, hard surface

Light-duty road, hard or improved surface

Unimproved road

Interstate Route U. S. Route State Route

SCALE 1:24 000

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

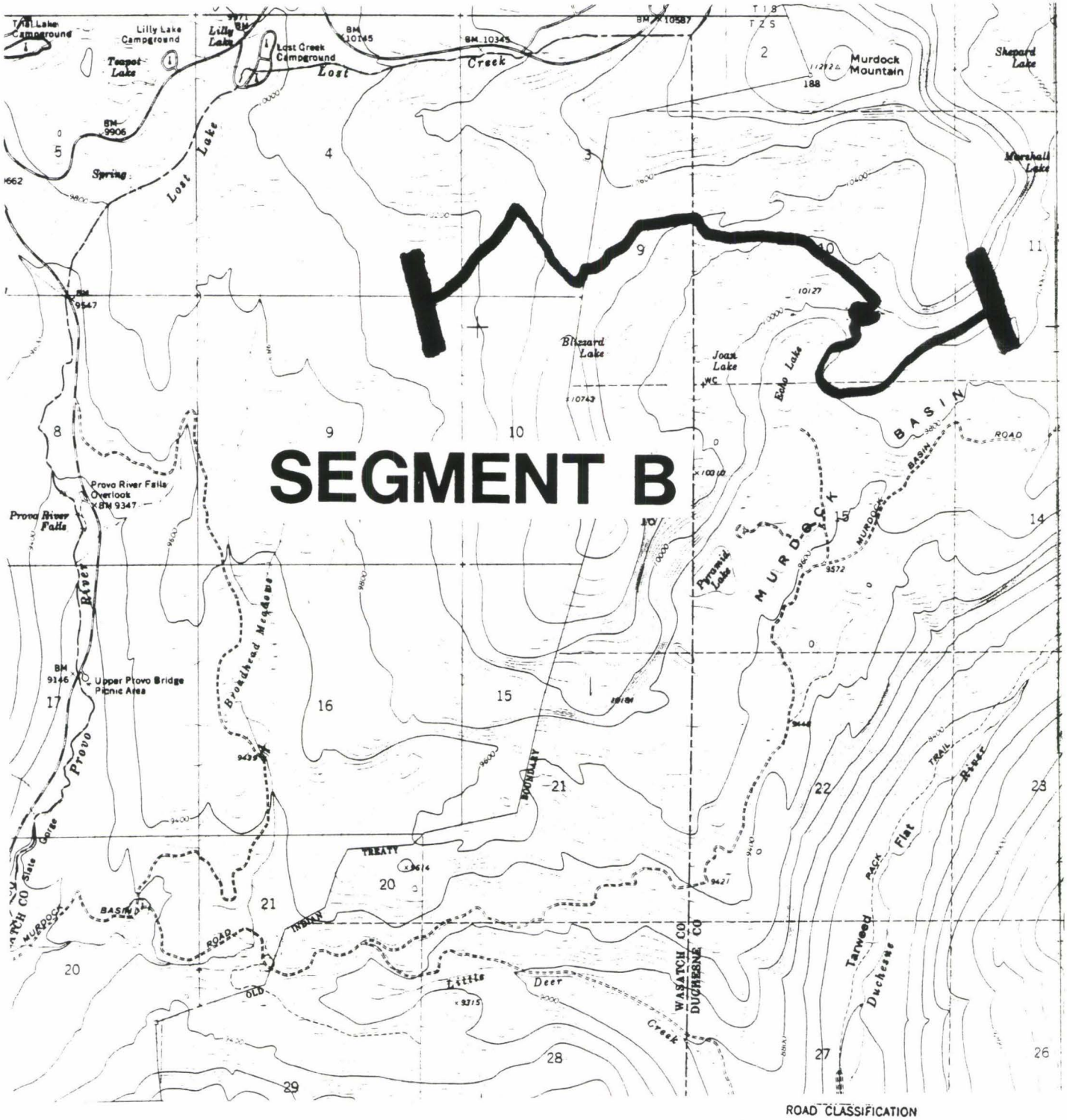
1 0 1 KILOMETER

CONTOUR INTERVAL 40 FEET
DATUM IS MEAN SEA LEVEL

Trail Segment B

Segment B will be the "new construction" portion of the trail. The map route indicated is only a preliminary location based on aerial photos and topographic maps. This route takes the rider west through the most rugged portion of the system. The ridge is classified as "Most Difficult" about 1/2 mile as it climbs towards the west (30 to 35% grade) and "More Difficult" on the remaining 3.1 miles. The total segment length is 3.6 miles. The challenge is to construct this portion through boulder-type rock formations.

Drainage will not be a problem if the trail is routed properly. This section of trail is used only for walk-in fishing and hunting. The route will be designed to pass near 3 or 4 lakes which will make ideal spots to picnic, camp or fish. By looking north, one should be able to view Mt. Agassiz (pronounced ag-a-see) in the High Uinta Wilderness, and the Provo River drainage by looking west. A major landmark or point of orientation for the entire loop, located about 1 mile north of Segment B, is Murdock Mountain (elevation 11,212 feet).

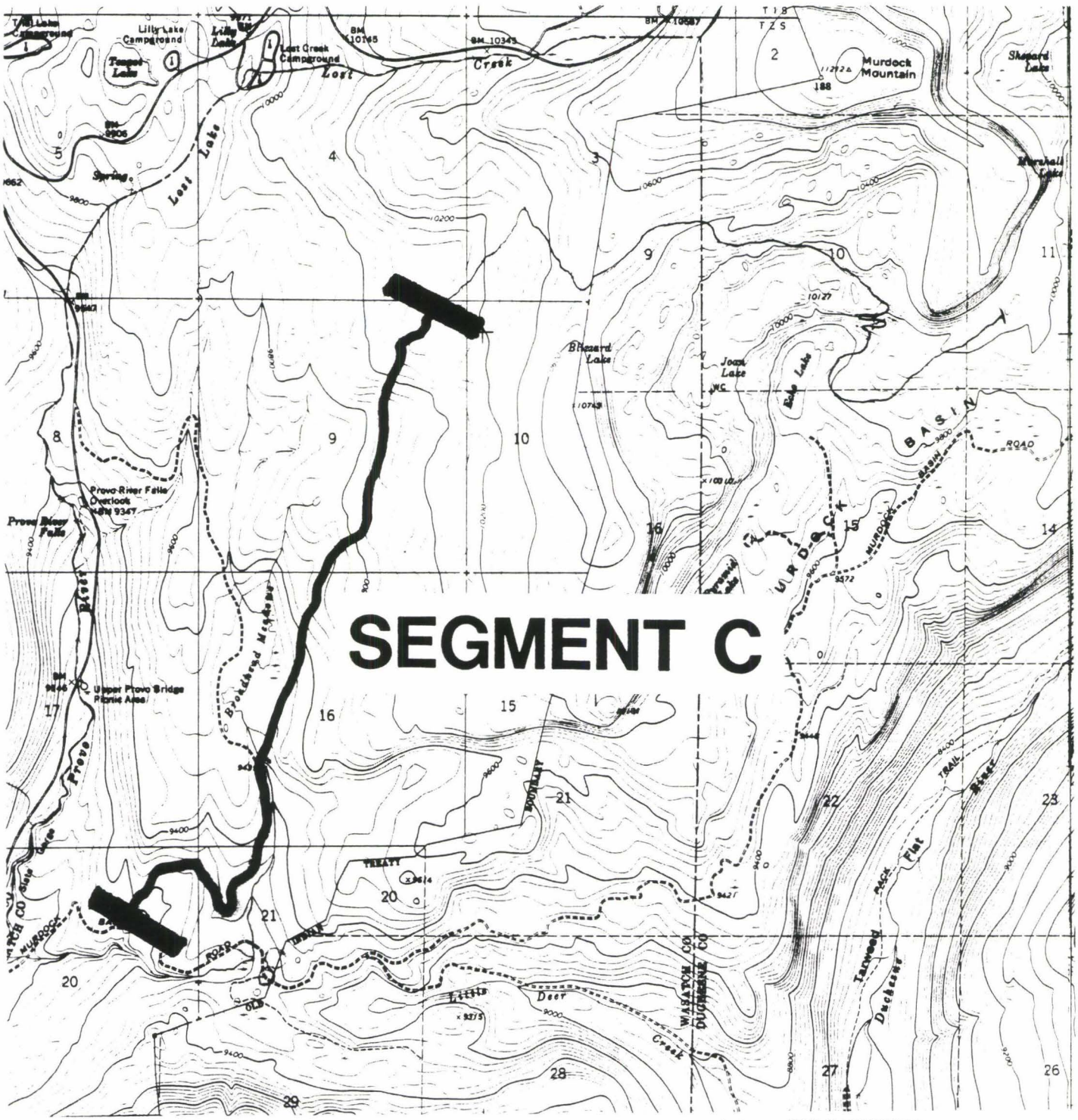

SEGMENT B
Lilly Lake Campground
Lilly Lake
Teapot Lake
Lost Creek Campground
Lost Creek
BM 10345
BM 10587
Murdock Mountain
Shepard Lake
Marshall Lake
Lost Lake
Spring
BM 9906
BM 9547
Blizzard Lake
Joan Lake
Echo Lake
BASIN ROAD
Provo River Falls Overlook
BM 9347
Provo River Falls
Provo River
Broadhead Meadow
BM 9146
Upper Provo Bridge Picnic Area
Promid Lake
MURDOCK
MURDOCK BASIN ROAD
BOUNDARY
TREATY
INDIAN
OLD
Little Deer Creek
WASATCH CO
DUCHESNE CO
Tarweed
Duchesne
Pack Flat
TRAIL
Ridge
ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U. S. Route
State Route
SCALE 1:24 000
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER
CONTOUR INTERVAL 40 FEET
DATUM IS MEAN SEA LEVEL

Trail Segment C

Segment C consists of 3.4 miles of existing dirt road classified as "Easiest". Any road soil erosion is minimal since this segment winds through timbered lodgepole. Grade varies from 5 to 15%. Drainage seems to be adequate and no change in road/trail location is needed.

Use by people and wildlife is similar to Segment A. The most interesting views as you travel this segment are the numerous high elevation meadows during summer months and old mill sites, visible slabs and sawdust piles from the logging that occurred in the past. Broadhead Meadows located about 1 mile from the proposed trailhead, is picturesque in all seasons. Excellent vistas of the extensive Murdock Basin Fire revegetation are visible along the route.

Dispersed camping opportunities are more numerous in this segment because of the greater tree density and open meadows.

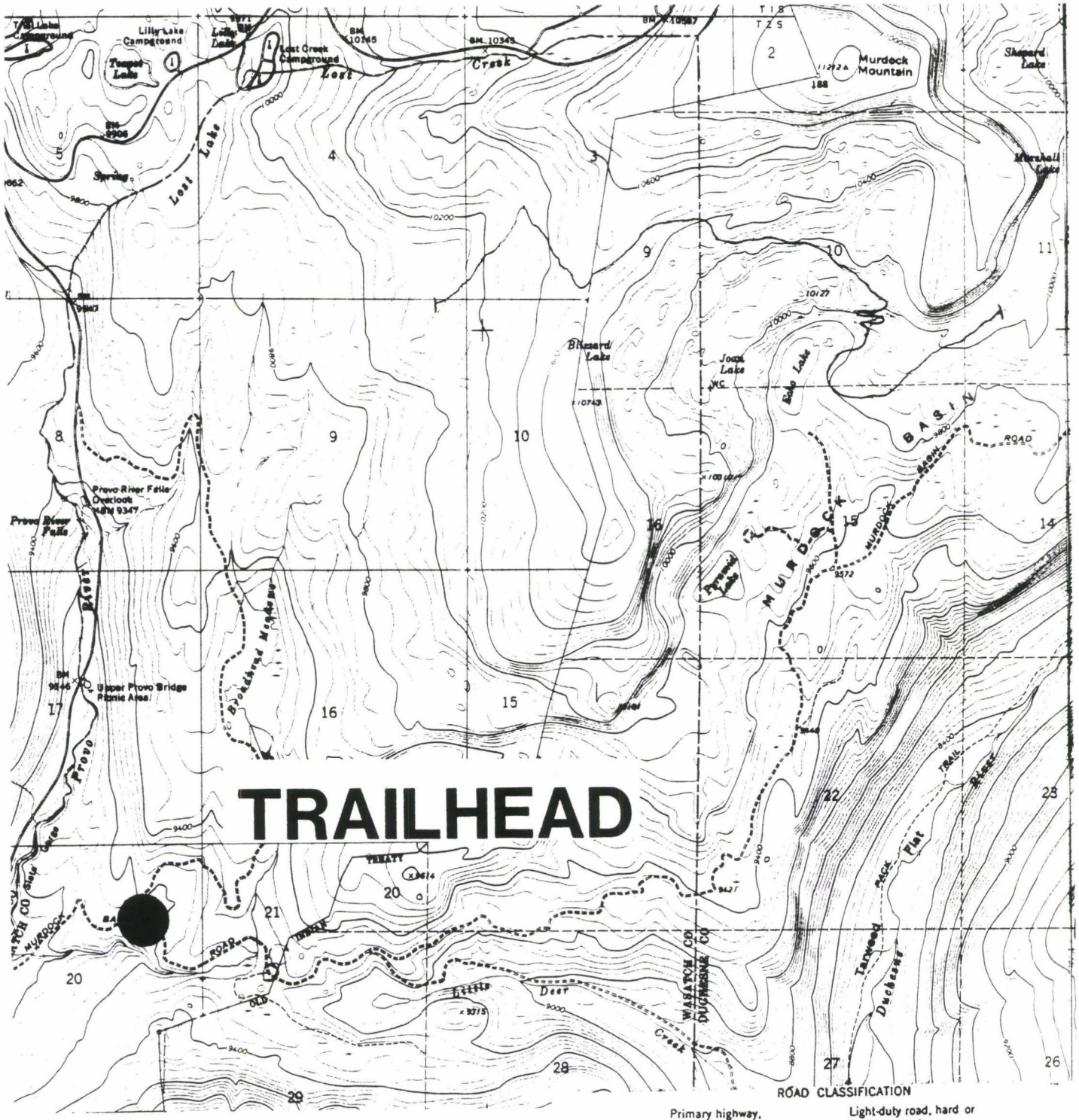

SEGMENT C
Lily Lake Campground
Lost Creek Campground
Murdock Mountain
Lost Lake
Provo River Falls Overlook
Provo River Falls
Upper Provo Bridge
Provo River
Broadford Highway
Blizzard Lake
Jacob Lake
Bobb Lake
BASIN ROAD
MURDOCK
TRAIL
Deer Creek
Duchesne
Indianola
Flat
WASATCH CO
DUCHESNE CO
ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U. S. Route
State Route
SCALE 1:24 000
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER
CONTOUR INTERVAL 40 FEET
DATUM IS MEAN SEA LEVEL

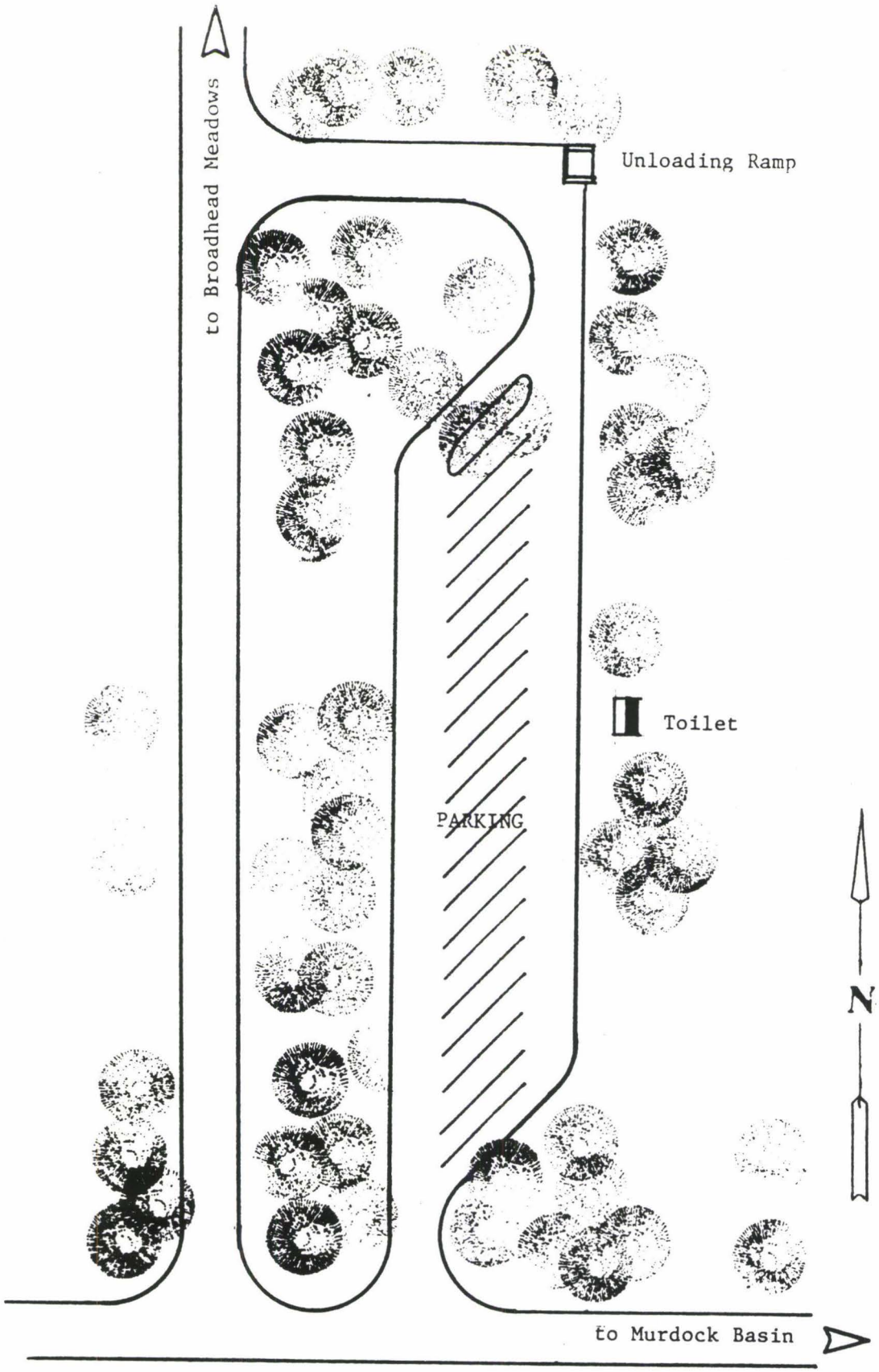
Trailhead

The suggested site for the Murdock Basin Trailhead is an ideal staging area and location for trailhead facilities. (See following map.) An existing junction to Broadhead Meadows and Murdock Basin is in place, and relatively flat surface conditions help provide for a well designed trailhead. The site will accommodate parking for 20 vehicles with trailers in a pull-through pattern of entry and exit, an unloading ramp, and toilet facility. (See trailhead design map.)

This area is surrounded by a stand of lodgepole pines that can be effectively utilized to blend the trailhead facilities into the surrounding natural environment.

Final layout of the Murdock Basin Trailhead will occur during the summer field season.


TRAILHEAD
Murdock Mountain
Lost Creek Campground
Lilly Lake Campground
Tarpet Lake
Lost Lake
Blizzard Lake
Joan Lake
Ruby Lake
Murdock Basin
Murdock Flat
Provo River Falls
Provo River Falls Overlook
Upper Provo Bridge Picnic Area
Provo River
Bookcliff Highway
Trail
Duchesne Co
Wasatch Co
Little Deer Creek
Tamarack Flat
Shepard Lake
Marshall Lake
ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U. S. Route
State Route
SCALE 1:24000
1 MILE
7000 FEET
1 KILOMETER
CONTOUR INTERVAL 40 FEET
DATUM IS MEAN SEA LEVEL



MURDOCK BASIN TRAIL HEAD

Phase IV: Trail Completion Tasks

Phase IV discusses the remaining tasks to be completed before the trail is open to public use.

Brochure

Development of a high quality and informational ATV brochure is an important key to the success of a trail system and needs to be started early if the brochure is to be completed at the time the trail system is ready to be opened. The brochure can be distributed through the various agency offices, from the ATV site, and through local dealers. A good brochure should have the following characteristics:

1. An eye-catching front cover.

2. General area map.

3. A brief introduction that includes a few important trail rules to be followed.

4. "Tread Lightly" pledge and any other resource or environmental protection reminders.

5. Local vicinity map.

6. Contact points for additional or emergency information.

7. Trail Log - showing trail numbers, trail length, and difficulty ratings.

8. Recreation Site Index listing camp units and available facilities.

9. Detailed color map of trail system with adequate legend.

Step one is to acquire approval for the brochure before work actually begins on text, design or layout. This is done by submitting a Publication Proposal form (FS-1600-6) to the Regional Publications Control Officer regardless of production method or estimated cost. If multiple colors (excluding maps) are going to be used, a justification statement will need to be attached to the proposal form. The proposal is then reviewed and approved or disapproved by the Regional Publications Control Committee.

A draft design is then completed with the assistance of the Regional Office graphics section, or landscape architect in the Supervisor's Office, a combination of both, or a local printing business. The final design can then be produced on the originating unit, contracted out, or printed in the Regional Office, depending on cost. Included in the appendix is a brochure for the Taylor Fork-Cedar Hollow Trail which shows how a professional brochure might be designed.

The originating unit must budget printing funds. Presently, Forests may print approved publications costing less than $500 locally. Items over $500 are printed by the Government Printing Office.

The publication process takes about 3 months or more from inception to completion. Plan ahead!

Signing

Another important key is signing, which needs to be planned well in advance of trail construction. Carsonite signs on our district have proven to be effective and cost efficient. They are used at trail entrance points, trailhead bulletin boards to provide public information, to identify trail routes, and to indicate where areas and roads are closed or open for use.

A large wooden bulletin board located at the trailhead might be an effective way to identify the trail starting point.

The "Tread Lightly" theme should be incorporated on signs at trail starting points and as visual reminders throughout the route.

Identification signs, usually made of wood, might be placed along the route to designate scenic features.

Sign planning actually begins when fieldwork on trail segments is being done. Preliminary signing is noted on trail segment maps. Final signing

is determined at completion of the approved trail design. Signs are then ordered so they will be available for installation during the construction phase.

Budget

What will the trail cost? "The cost of constructing ORV (Off-Road Vehicle) trails varies from $3,000 to $18,000 per mile," according to Rasor in Off-Road Vehicles on Public Land. My proposed budget for the Murdock Basin Trail System is $15,300:

Trail Construction $8,500

Trailhead Development $5,000

Signing $1,800

This project will be submitted to the State for assistance with funding from the Utah State Off-Highway Vehicle Account. A preliminary letter of intent was submitted to the Utah State Department of Parks and Recreation in February 1988. (See letter in appendix.)

Construction

Construction and future maintenance is the last stage of trail development. The trail can be constructed by the use of volunteers, agency crews, or contractors. All have their advantages and disadvantages depending on the trail location and what funds are available.

Volunteers are an important resource and are used most effectively during maintenance of an established trail or during construction if adequate supervision is present. Organized ATV associations and ORV groups have expressed a continued interest in the Adopt-a-Trail program. Contact local groups and use them!

The project leader of the Taylor Fork-Cedar Hollow ATV Trail contacted the Utah ATV Association, and about 30 members volunteered to provide their assistance in construction of the trail. We used them, with agency crews, over a two-day period to install cattleguards, gates, construct portions of the trail according to predetermined criteria, and install signs. Their work was beneficial to the entire construction effort.

It is recommended that the use of volunteers be considered again in the Murdock Basin Trail construction.

Once the trails are in place, there is an opportunity to turn management over to a contract or concession type of use which is similar to the National Forest campground contracts. This would create opportunities for private enterprise to enter the arena of ATV development.

IV. ATV TRAIL SYSTEM DEVELOPMENT GUIDE

Following is a guide which may be used by others for an ATV trail system development:

A. Preliminary Research

1. Trail Planning

   a. Review literature.

   b. Identify local user wants and needs.

   c. Establish trail criteria specific to your area.

2. Fieldwork

   a. Conduct a general survey of the characteristics of the proposed site.

   b. Map out proposed trail on topography map.

   c. Identify alternatives.

   d. Write up site evaluation specific to your site.

B. The Approval Process

1. Meet with supervisor to develop a Project Initiation Letter.

2. Draft and send budget letter to Supervisor's Office.

3. Meet with ID Team to prepare Scoping Document.

4. Mail a Public Information Letter.

5. Submit public comments to Supervisor's Office for a Content Analysis.

6. Complete Environmental Analysis and Decision Notice for approval.

C. Design and Mapping of ATV Trail

1. Divide trail into segments.

2. Plan and order signs.

3. Prepare and submit proposed budget for funding.

4. Determine method of construction.

5. Plan for future maintenance.

V. MARKETING STRATEGY

The author of this document has presented the concepts of ATV trail development at Forest Service workshops in Regions 4, 5 and 6. These presentations generated numerous requests for copies of the final development plan which will be distributed by August 15, 1988. The final development plan will be made available for discussion and distribution at future workshops.

A final copy of the development plan is being sent, upon request, to the Motorcycle Industry Council, Inc. for distribution to interested parties within their realm of business contacts.

By October of 1988 each State Department of Parks and Recreation will receive notification that copies of this development plan are available upon request. It will be suggested that this information be forwarded to any local organized ATV association. The Utah ATV Association was involved in the development of this plan and a copy will be mailed to them.

A final copy of this plan will be submitted to each Forest Service Regional Recreation Director for their information and distribution.

In addition, a copy will be sent to the Director of Recreation in Washington, D.C. for his use.

Copies are available from the author upon request.

VI. CONCLUSION

The challenge of the Forest Service throughout the United States continues to be one of providing opportunities for various kinds of recreation use with the accompanying problem of using only limited financial resources.

We have discovered that development of an ATV trail system provides opportunities for other recreation users as well. Motorcyclists, mountain bikers, horsebackers, and hikers have enjoyed the newly constructed ATV Trail system. On our district, parts of this trail also serve as a cross-country ski trail during the winter months. When the Murdock Basin ATV Trail System is completed similar opportunities will be available. The variety of users on the trail supports one of the goals of the Forest Plan which says "provide a broad spectrum of low-cost dispersed recreation opportunities" (Goal #5 Wasatch-Cache Land and Resource Management Plan, p. IV-4).

Sales of 3-wheel ATVs are now illegal. The more stable 4-wheeler will continue in popularity. A few articles have shown concepts of 6-wheel versions and 4-wheelers that carry two people. Development in the future may result in a street-legal, economical, enclosed-top version that will evolve into a run-about-town vehicle as development continues and safety standards improve.

Due to the continuing increase in sales of ATVs, which reflect their growing popularity, Utah is expected to surpass the 179,000 vehicles that are currently in use. As mentioned earlier, 500,000 are sold each year

nationwide. Recreation and industry personnel project that ATV use will equal or surpass motorcycle use within a few years. This projected recreational need means that ATV enthusiasts, dealers, and recreation managers must work together to fulfill the future of this sport. Forest personnel should work directly with ATV dealers to inform future owners where they can legally ride and to educate them about the "Tread Lightly" program currently used on the National Forest to encourage protection of the environment. Contact your local ATV organizations to make them aware of the opportunity to provide maintenance through the Adopt-a-Trail program. Consider the use of "partnering" as a new recreation initiative concept where individuals or groups are willing to support a cooperative program with time or money to meet a demonstrated need.

An excellent list of critical points that are integral parts of any planning for motorized vehicles was provided by Roy Jenson President of the American All-Terrain Vehicle Association during the Allegheny National Forest Cooperative ATV Workshop during October of 1984.

" 1. Land managers must work to improve informational resources for forest users to instruct those individuals as to where ATV operation is acceptable.

2. Land managers must take an active role in monitoring motorized use.

3. ATV users must seek out land managers to develop a communications network between both parties to allow users to take an increased role in the management of their recreational interests.

4. ATV enthusiasts must organize state groups or clubs which land managers can call upon for assistance in addressing the legitimate needs of motorized recreational users.

5. ATV riders must respect and adhere to the need for responsible use of their vehicles, and must take it upon themselves to encourage others to respect the rights of other forest users.

6. Land managers must work to avoid the bias (NIMBY attitude - Not In My Back Yard) that can limit a manager's ability to plan for activities in which they do not share the interests of those who pursue that type of recreation."

The development of the Murdock Basin ATV Trail System is an effort by the Kamas Ranger District of the Wasatch-Cache National Forest to move forward in an effort to realize our stewardship to the National Forests and to the American public.

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APPENDIX

United States Department of Agriculture | Forest Service | Wasatch Cache National Forest | Kamas Ranger District

Reply to: 2300 - 1950

Date: February 20, 1986

Subject: Upcoming E.A. for O.R.V. Trail in Cedar Hollow Area

To: Daniel A. Symmes

Please assume the role of IDT Leader for the E.A. on the Cedar Hollow O.R.V. Trail. Important considerations to consider in the E.A. are listed below, and you may encounter other.

1. The E.A. will be used to make a decision on the scope and design of the trail.

2. The proposal is approved in the Forest Plan page IV-142 and it is necessary to develop the extent (no. of miles) of the proposal and correlate and minimize any existing conflicts. The number of miles is not listed in the Forest Action Schedule - Develop the extent ie, no. of miles to be included.

   Some sensitive issues are:
   a. Noise as it affects adjacent campgrounds, dispersed recreation users, adjacent land owners, and wildlife.
   b. Dust as it affects adjacent campgounds.
   c. Access to the trail from an aesthetic and safety standpoint.
   d. Changing existing campgrounds to ORV campgrounds.
   e. Use of ORV's in campgrounds - ingress and egress.
   f. Impacts on wildlife and livestock
   g. Fire hazards.
   h. Visual impacts - especially from the Mirror Lake Highway.
   i. Soil erosion from use of the bikes themselves and construction of the trail.

You should have Garold list all adjacent land owners, livestock permittees affected parties particularly those below Pine Valley. Work with these landowners; the Wildlife Resource Dept., the Forest L.A. and Frank Grover to develop the E.A.

Team members for the E.A. should be yourself as team leader and members, Frank Grover and Clark Ostergaard. I do not want a lengthy document - just a simple E.A. of several pages, short and to the point. There are many ways impacts can be mitigated ie, speed limits, size of vehicles permitted, days the area is used, screening and others you will come up with.

Use of the trail early in the year may result in adverse impacts on livestock use and soils. Also a lot of use when soils are wet can be a problem. A potential conflict lies between restricted use to vehicles 40 inches in

width and 4 X 4 vechiles user hunting deer and elk. Sportsmen will be adversely affected if they do not have access in the fall for hunting. However, 4 X 4 and ORV less than 40" in width should not be mixed during the summer - early fall months.

It is important the E.A. be completed by April 15, 1986.

WAYNE ANDERSON
District Forest Ranger

TAYLOR FORK-CEDAR HOLLOW OFF-ROAD VEHICLE TRAIL SYSTEM

ENVIRONMENTAL ASSESSMENT

KAMAS RANGER DISTRICT

WASATCH-CACHE NATIONAL FOREST

I. PURPOSE OF AND NEED FOR ACTION

A. Project Description

In response to increasing public demand for places to ride 3 and 4 wheel all terrain vehicles (ATV's), the Kamas Ranger District of the Wasatch-Cache National Forest is proposing to develop an ATV trail system in the Taylor Fork-Cedar Hollow area, located about 10 miles east of Kamas. Construction would begin during the fall of 1986 and continue during the summer 1987. The purpose of this E.A. is to analyze the alternatives, evaluate key issues and concerns and provide a decision as to scope and design of the trail.

The proposed action is directed by objectives and goals contained in the Wasatch-Cache National Forest Land and Resource Management Plan, which include:

a. Provide a broad spectrum of dispersed recreation opportunities.
b. Provide opportunities for the use of motor vehicles where they will not unacceptably impact Forest resources or unnecessarily impact other Forest users.

Specifically on page IV-142 the Forest Plan guideline states:

a. Develop a system of motorbike trails in Murdock Basin and Cedar Hollow.
b. Design new or relocated trails to take advantage of opportunities for interpreting natural features and viewing wildlife.

B. Decision needed

The District Ranger of the Kamas Ranger District is the official responsible for deciding on the proposed off-road vehicle trail system. The Ranger can decide:

1. Scope and design of the trail.
2. Which alternative will best meet the needs of other resource users in the area.
3. Miles of trail to be developed, to what standard, and in which areas.

C. Scoping Summary

1. The Forest Service involved the general public, special interest groups, and other government agencies in order to determine major issues or concerns that would affect the decision by sending an information letter to interested parties.

   Copies of comments made during the scoping process are on file in the Kamas Ranger District Office.

2. Issues and Concerns - The following issues and concerns have been identified through a public involvement program and by an interdisciplinary team approach. They do not include all comments made by the public or the IDT but are considered to be the issues that are important to evaluating and making the decision.

   a.) Vandalism - Nearby private landowners in Pine Valley are concerned because of the likelihood of an increase in vandalism to their homes. They felt they were rather secluded now and the trail would bring them into full view of visitors.

   b.) Noise - Landowners described the distinct acousitics of Pine Valley and were concerned that noise from vehicles would destroy the serenity of the pastoral surroundings. Many owners use their summer retreat to escape the city noises.

   c.) Dust - Increased dust would be inevitable from the increased traffic especially in the summer when the soil is so dry. ATV riders consider noise and dust an accepted part of ATV riding.

   d.) Fire - Landowners are concerned ATV's would increase the possibility of a large fire during the dry summer months caused by a machine or a careless cigarette tossed aside. ATV groups feel fire is not a threat because of spark arresters on machines.

   e.) Wildlife - Landowners felt the dust, noise and fumes of the machines would destroy an area rich in wildlife, especially the habitat of ruffed grouse and nesting raptors. The ATV Association felt they

were unjustly blamed as a group for the thoughtlessness of a single rider who harasses wildlife.

f.) Livestock - Livestock permittees felt the Forest Service should be responsible for any damage done to fences, private land, livestock and water developments. Cattleguards should be on all gates.

g.) Soil erosion - Roads need to be gated and closed seasonally. Erosion is already a problem in some areas such as Riley's Canyon, West Canyon and Cedar Hollow. Existing problems would be aggravated by the ATV trail. Most commentors thought it was doubtful ATV's would stay on the trail and not cause further erosion to surrounding areas.

h.) Scenic quality - Litter left by ATV riders would spoil the countryside. The trail would be visible because of sparse vegetation and light colored soils.

i.) Historical - Preservation of the character of the area should be of foremost concern because of historical significance.

j.) Safety - Both safety and liability problems could ensue as a result of conflicting uses, especially if vehicles do not stay on the established trail. The Utah ATV Association is trying to educate riders about safety precautions, like wearing a helmet.

h.) Facilities - It is felt that there should be a connecting corridor from campgrounds to the trail so the ATV rider doesn't need a trailer. Parking needs to be evaluated.

II. ALTERNATIVES

A. Introduction

This section will present the alternatives considered by the Forest Service and a summary of the impacts of those alternatives. An interdisciplinary approach was used to develop a reasonable range of alternatives that addresses key issues. Depending on the alternative selected, there are 17 miles of useable trail and 5 miles of proposed connector trail.

B. Alternatives Considered

1. Alternative A. This alternative would take no action in the project area. All resources would remain in their present condition. ORV traffic would remain random within the area with possible decreases in vegetation and continued soil disturbance due to 4 wheel drive trucks driving on wet soils.

2. Alternative B. Provide the trail system to include all trail locations as shown in original working papers. Alternative B would provide the best and most diverse loop system.

   Action under this alternative would not address the existing soil disturbance problems on portions of the proposed trail. The controversy over proximity of the trail to Pine Valley private lands would escalate. Concerns of an increase in vandalism is likely. After a trial period of successful and managed use, this alternative should be considered in the future if mitigation could be provided. Although soil erosion is a problem that needs attention in certain areas it is not expected to be a problem on the Pine Valley portion of the trail. Overall, the trail system is compatible with wildlife use in the area. Enforcement of regulations to ensure vehicles stay on designated trails will be an important mitigation measure in order to ensure compatibility in the long-term. Noise levels may increase if vehicles are not equipped with mufflers and operated at reasonable speeds. Due to the heavy timbered area on the Taylor Fork side and other existing travelways,

the trail will not be visible from the Mirror Lake Highway. Adequate cattleguards or other means of access through fences will be provided. Fire risk may increase due to increased numbers of people on a given area.

3. Alternative C. Provide the trail system to exclude the 2.7 miles of the Pine Valley portion. This alternative would mitigate anticipated problems associated with nearly private lands.

   Alternatives B, C, and D would provide future environmental benefits by intensively managing vehicle use on an area. Resource values would be affected to the same degree as outlined in Alternative B.

4. Alternative D. Provide the trail system to exclude 2.7 miles of the Pine Valley portion and 4.2 miles of the Rileys Canyon-Green Pass portion. Action under this alternative would provide mitigation for the trail system by eliminating concern for the Pine Valley portion in proximity to private lands as well as preventing further soil erosion in an area (Rileys Canyon) where watershed damage has been identified and public funds spent to remedy the situation. In the future a connecting route could be established separate from existing closed roads to provide a connection loop that would compliment the Cedar Hollow trail system.

   Alternatives B, C and D would provide future environmental benefits by intensively managing vehicle use on an area. Resource values would be affected to the same degree as outlined in Alternative B with the exclusion of the Pine Valley and Rileys Canyon portion.

C. Evaluation Criteria

The ability of proposed actions to resourcefully achieve Forest management goals will be the criteria used to evaluate the feasibility of each alternative in the Taylor Fork-Cedar Hollow Off-Road-Vehicle Trail System. Chapter IV of the Wasatch-Cache National Forest Plan outlines broad management goals. Those goals will be listed and compared to the alternatives.

1. Provide for a pleasing visual landscape.
2. Protect the cultural resources from land disturbing activities and public vandalism.
3. Maintain the current productivity level of wildlife habitat.
4. Reduce conflicts between recreation users and commercial livestock.
5. Give priority to problem areas in high value watershed and where accelerated erosion exists or is rapidly increasing.
6. A road management program will be established to develop and maintain a safe, economical, functional and environmentally sound transportation system that serves the resource elements.
7. Provide for an active, cost efficient fire prevention program that is directed towards specific areas and causes.
8. Manage Forest resources and activities to protect air quality related values.
9. Ensure laws and regulations are followed through public information and education efforts.

D. Evaluation of Alternatives

Criteria	Alternatives			
	A	B	C	D
Visual	-	--	-	-
Cultural	-	--	++	++
Vandalism	-	--	++	++
Wildlife	++	-	-	-
Livestock	-	--	-	-
Soils	--	--	--	++
Safety	--	++	-	+
Facilities	-	++	++	++
Fire	+	++	+	++
Dust	-	-	--	--

Code

++ The proposed alternative would achieve the designated criteria.

+ The proposed alternative would not achieve the designated criteria, but would improve existing conditions.

- The alternative would not achieve the designated criteria and would not aggravate existing conditions.

-- The alternative would not achieve the designated criteria and would intensify undesirable conditions.

E. ORV Impact Mitigation

Regardless of the alternative chosen by the District Ranger, excluding the No Action alternative, the following mitigation measures will be implemented:

1. The Taylor Fork Campground facility and any new or reconditioned trails are to be designed to Forest Service facility standards.

2. The Rileys Canyon-Green Pass road is to be closed to all vehicle traffic in order to protect existing watershed structures.

3. Establish a monitoring system in order to analyze ATV impacts and wildlife habitat use.

4. Any trails that pass through cattle control fences will be designed to allow ATV traffic and restrict cattle to their areas of use.

5. Increased cooperative efforts between law enforcement agencies, organized ATV groups and the Forest Service will be required to provide proper law enforcement. Hopefully, the design for all alternatives in the E.A. will lead to a minimum of regulation and enforcement. It is suggested that the Summit County Sheriff visit the area on a continuing basis to monitor safety.

6. Signing at trailheads and road junctions will be provided to inform users of regulations, suggested safety precautions, restricted travel, and trail conditions.

7. A special informational brochure and accompanying map will be prepared outling the ORV trail.

7. Fire Hazard. In most forested, shrub-grass areas where people impacts are greatest the potential for fire starts will increase.

8. Visual Quality. It will be important to maintain the Visual Qaulity Objective of Retention as viewed from the Mirror Lake Highway. Any trail work will be screened from view using landforms or vegetation.

9. Soil Erosion. The heavy clay soils of the Cedar Hollow area tend to become quite slippery during wet weather. Design and location of trails are important from potential soil erosion standpoint. A few existing roads in the area that are not maintained show visible erosion and rutting from use during adverse weather.

10. Safety. Trails should be located to provide for reasonable public safety.

Over the years many multiple use activities have taken place in the Cedar Hollow area, such as, timber sales, thinning projects, green and dead firewood sales, and both sheep and cattle grazing. As part of the Forest Planning process no threatened or endangered species have been identified nor are there any cultural sites. The area does not include any wetlands.

Potential Alternatives

1. Do not proceed with this proposal. Existing area would continue to be used for 4x4 vehicles, dispersed camping, and use by 3 and 4 wheelers. Taylor Fork Campground would remain a developed campground for all users.

2. Construct and implement entire proposal trail system. Present budget limitations may prevent this alternative. Sufficient funds have not been programmed at this time.

3. Construct and implement proposed trail system in increments. Depending on financial ability, portions of the proposal could reasonably be

planned and constructed each year. Tentative improvement costs have been submitted and estimated in a letter to the Forest Supervisor dated January 16, 1986. A construction schedule by increments will be developed in the E.A.

Our goal is to develop a range of reasonable alternatives. Other alternatives that arise subsequent to the scoping document should be analyzed in the E.A.

Public Involvement

A public notification letter will be sent to adjacent land owners, key publics, and other federal, state and local agencies that my be affected by the proposal.

PUBLIC INFORMATION LETTER

United States Department of Agriculture
Forest Service
Wasatch-Cache National Forest
Kamas Ranger District
Kamas, Utah 84036

Reply to 2300

Date March 26, 1986

In response to increasing public demand for sites to operate 3 and 4 wheel all-terrain vehicles (ATV), the Kamas Ranger District of the Wasatch-Cache National Forest is planning to develop an ATV trail system within the Beaver Creek-Cedar Hollow area, located about 10 miles east of Kamas. (Portions of T2S and T3S, R7E, SLM. See attached map.) The project would be implemented in stages beginning in June and July 1986.

The 1985 Wasatch-Cache National Forest Land and Resource Management Plan identified the Cedar Hollow area as an approved site for the trail system. Following is a preliminary list of issues and concerns developed for consideration in the decision process:

1. Noise
2. Dust
3. Trail access
4. Campground modification
5. Wildlife
6. Livestock
7. Fire hazard
8. Visual quality
9. Soil erosion
10. Safety

Please review the attached map and submit any ideas and suggestions or issues and concerns that you may have by April 10, 1986 to:

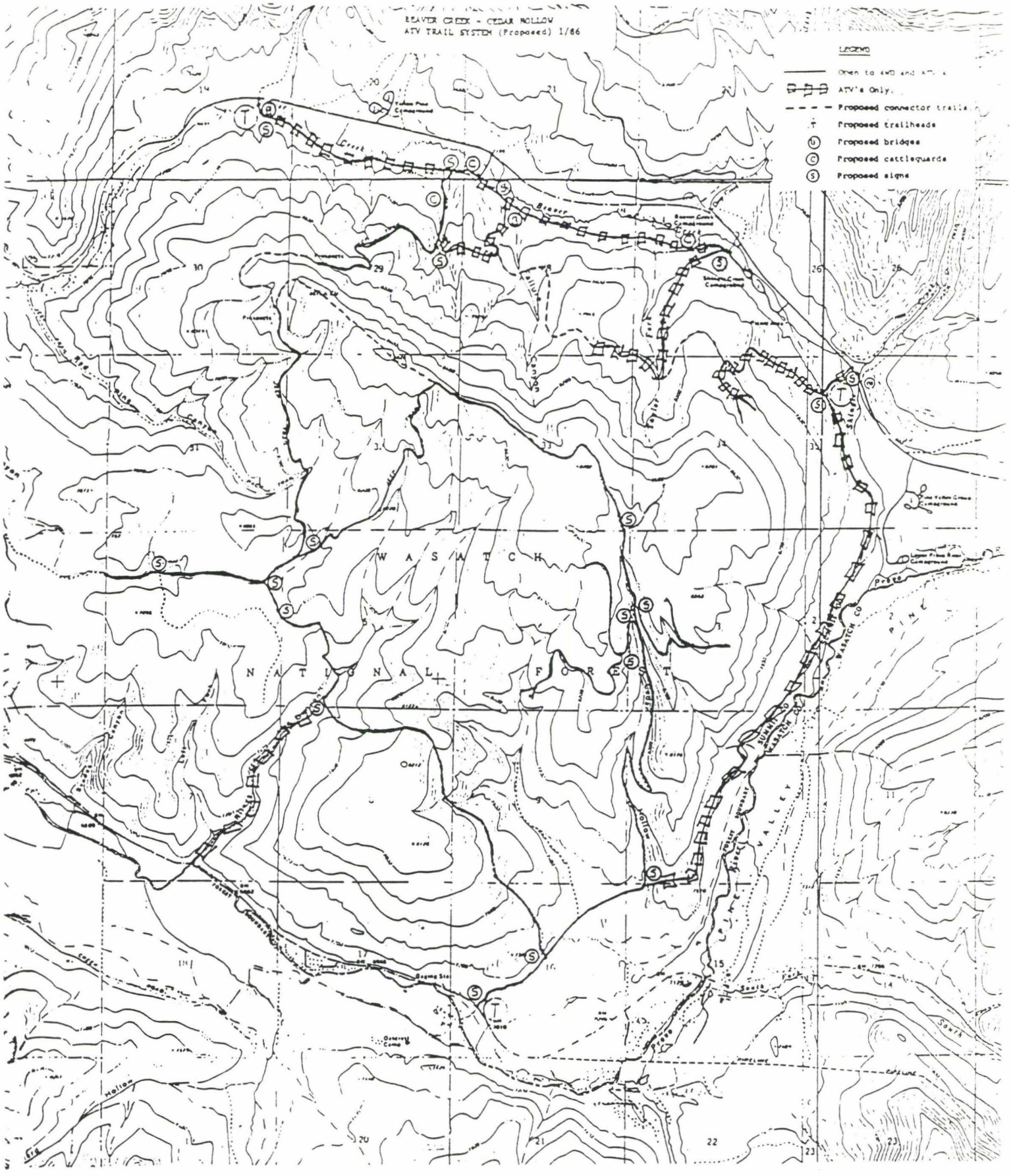
District Ranger
Kamas Ranger District
P. O. Box 68
Kamas, Utah 84036

If you have any further questions, please call Dan Symmes at the above mentioned address (783-4338).

Sincerely,

Wayne Anderson

WAYNE ANDERSON
District Forest Ranger


BEAVER CREEK - CEDAR HOLLOW
ATV TRAIL SYSTEM (Proposed) 1/86
LEGEND
Open to 4WD and ATV's
ATV's Only
Proposed connector trails
Proposed trailheads
Proposed bridges
Proposed cattleguards
Proposed signs
W A S A T C H
N A T I O N A L F O R E S T

CONTENT ANALYSIS FOR PROPOSED BEAVER CREEK ATV TRAIL

One of the primary concerns of the private landowners was the likelihood of an increase in vandalism to their homes. They felt they were rather secluded now, and the trail would bring them into full view of visitors. They felt their privacy would be infringed on and the ATV riders would disregard private property destroying historic structures. One commenter was disturbed the trail would destroy the character of the land and bring in people of different moral standards.

Landowners were also concerned about the possible impacts on the environment. Their concerns were similar to the preliminary issues identified in the information letter from the Kamas District. They described the distinct acoustics of Pine Valley and were concerned the noise from the vehicles would destroy the serenity of the pastoral surroundings. Many owners use their summer retreat to escape the city noises.

Increased dust would be inevitable from the increased traffic, especially in the summer when the soil is so dry. ATV riders consider noise and dust an accepted part of ATV riding.

They were concerned ATVs would increase the possibility of a large fire during the dry summer months caused by either a machine or a careless cigarette tossed aside. The Utah ATV Association felt fire was not a threat because of spark arresters on machines.

Another environmental concern of the landowners was the effect trail use would have on wildlife in the area. They felt the dust, noise and fumes of the machines would destroy an area rich in wildlife, especially the habitat of ruffed grouse and nesting raptors. One commentor felt ATV drivers will shoot anything wild as "sporting pleasure". The Utah ATV Association felt they were unjustly blamed as a group for the thoughtlessness of a single rider who harasses wildlife.

Livestock permittees of the Kamas Valley Grazers Association felt the Forest Service should be responsible for any damage done to fences, private land, livestock, and water developments. Cattleguards should be on all gates. Recreation livestock could be prime for theft or harassment during the months they are left alone in private pastures.

Landowners felt current soil erosion problems would only be aggravated by the ATV trail. They felt erosion was already a problem in some areas such as Riley's Canyon, West Canyon and Cedar Hollow. Roads need to be gated and closed seasonally. The proposed trail is part of an area included in a Water Quality Master Plan of Wasatch County. Wasatch County was concerned about sedimentation in the North Fork of the Provo River. Most commentors thought it was doubtful the ATVs would stay on the trail and not cause further erosion to surrounding areas.

The open scar created by the trail would be objectionable to the scenic quality of the area. Because of the sparse vegetation and light-colored soils, the trail would be visible from 20 to 40 miles, with little that could be corrected by mitigation. Litter left by the ATV riders would spoil the countryside.

The family ties to the area are strong. Fifth generation descendents of the purchasing ancestors still use the area as their summer retreat. Several of

the old ranch houses were recently placed on the National Historic Register in May of 1985. Preservation of the character of the area should be of foremost concern because of historical significance. The Division of State History will be glad to discuss effects of the ATV trail on cultural resources.

Safety and liability problems could ensue as a result of conflicting uses, especially if vehicles do not stay on the established trail. The State of Utah's laws and regulations need to be posted in conjunction with conducting user education programs. No riding should be allowed in campgrounds except for ingress and egress. The Utah ATV Association is trying to educate riders about safety precautions, like wearing a helmet. There should be strict enforcement of no fire arms.

Several people had suggestions concerning facilities needed in conjunction with the trail. They felt there needed to be a connecting corridor from campgrounds to the trail so the ATV rider doesn't need a trailer. Parking for trailers and vehicles needs to be evaluated. One commentor felt no parking area should be planned at Rileys because of safety problems.

Several landowners questioned the need for an ATV trail and felt those who appreciate nature should be considered over noisy thrill seekers. One letter writer questioned how the FS could adequately maintain, monitor and police the trail in times of limited budgets? The FS was seen as contradictory in promoting the "Tread Lightly" program and then proposing an ATV trail system. They felt it was incompatible with the Mirror Lake Management Area.

Other respondents were more willing to compromise about the relocation of portions of the trail. Many felt if the section named "The Boulevard" could be bypassed by either locating the trail only within Cedar Hollow or by connecting Cedar Hollow and Rileys Canyon and loop around the River Road, the trail would be acceptable. Other areas mentioned in the Plan, such as Murdock Basin, Spring Canyon, and Beaver Creek, might be more acceptable because they were not adjacent to private land or were less densely settled.

A legal document was submitted by Dave Epperson who is a private landowner in Pine Valley and legal counsel for the MSH Corporation (Stewart-Hewlett Ranch). The summary letter included three major points. The first point was that a contractual agreement (memorandum of understanding) was signed in 1939 by Wasatch Forest Supervisor S. S. Stewart and Uinta Forest Supervisor James Jacobs, Lester Hewlett and Wasatch and Summit Counties to restrict the use of the Pine Valley livestock trail to livestock use only, excluding all forms of motor vehicle traffic. The second point was that seven ranch houses and a diary barn on private landholdings in Pine Valley are listed on the National Register of Historic Places and deserve protection as a cultural resource. The Utah Historic Society describes the Stewart Ranch as "probably the best preserved of the recreational ranches that were established at the turn of the century on the west slope of the Uinta Mountains". The final point that deserves attention is the zoning of Pine Valley as a "Watershed Conservation Area" by Wasatch County. The document states, "It would appear inconsistent to allow motorized vehicles to run the length of Pine Valley at a distance of within several hundred feet of the North Fork of the Provo River which ends up in Deer Creek Reservoir to provide culinary water to the Wasatch Front".

III. ENVIRONMENTAL CONSEQUENCES

A. Introduction

The National Environmental Policy Act of 1969 mandated that every environmental assessment fully disclose the key impacts or consequences of proposed actions. In this case, the proposed Federal action involves the establishment of an off-road-vehicle trail system. This chapter identifies the potential consequences or impacts of each of the alternatives described in Chapter II.

B. Comparison of Alternatives By Issues.

1. Vandalism (Issue 1)

Impacts under Alternative B may have the potential to cause an increase in vandalism. The subject historic land is protected by locked gates to the south, no access from the north, and unroaded National Forest lands on the east and west. The area to the west of the private land is also separated by the Provo River and a barbed wire fence which approximates the Forest boundary.

2. Dust (Issue 2)

Centain levels of dust will continue under actions of all the alternatives. The Cedar Hollow area typically dries out sooner due to the southern exposure.

3. Fire (Issue 3)

Under the No Action alternative fire risk will remain at current levels. Alternatives B, C, and D will increase fire risk due to increased numbers of people and vehicles; however, greater fire prevention and patrol will go into effect as well as the fact that the trail system will provide easier access should a fire start.

4. Wildlife (Issue 4)

Overall, the trail system is compatible with wildlife under alternatives B, C, and D. Disruption of wildlife will continue to the degree vehicles

are uncontrolled under the No Action alternative.

5. Livestock (Issue 5)

   Livestock may be disrupted by the individual rider who chooses to disobey regulations. Vehicles are required to remain on established roads and trails.

6. Soil Erosion (Issue 6)

   Known erodible areas are to be closed under all alternatives. The trail system will be closed during periods of wet soil conditions.

7. Visuals (Issue 7)

   There will be no anticipated changes under all alternatives. Visual integrity will be maintained.

8. Historical (Issue 8)

   The Pine Valley portion of the trail under Alternative B has the potential to affect historical values only if people enter private land.

9. Safety (Issue 9)

   The No Action alternative will continue to allow random use. Alternatives B, C, and D will improve safety by providing proper signing and regulations for operating vehicles. Much of the Cedar Hollow area is accessible by roads to provide access by emergency vehicles.

10. Facilities (Issue 10)

    Under Alternatives B, C, and D the existing campground will be modified to manage ATV's. Future trailheads will need to be improved to provide continued management of a trail system.

DECISION NOTICE

FINDING OF NO SIGNIFICANT IMPACT

TAYLOR FORK-CEDAR HOLLOW OFF-ROAD VEHICLE TRAIL SYSTEM

Summit County, Utah

WASATCH CACHE NATIONAL FOREST

The Wasatch-Cache National Forest, Kamas Ranger District, is proposing to develop an ATV Trail System in the Taylor Fork-Cedar Hollow area, Section 27-34, T2S, R7E, and Section 3, 4, 5, 6, 10 & 16, T3S, R7E, SLM. An Environmental Assessment is available for public review in the Forest Service office in Kamas, Utah.

Based on the analysis and evaluation described in the Environmental Assessment, this is in accordance with the Wasatch-Cache National Forest Land and Resource Management Plan. It is my decision to adopt the alternative:

D. Provide a trail system to exclude 2.0 miles of the Pine Valley portion and 4.2 miles of the Riley's Canyon-Green Pass portion.

Alternative D with the specified mitigation measures and providing the best combination of physical, biological, social, and economic benefits is considered to be the environmentally preferred alternative.

Alternative D is selected provided the following are implemented:

A. Vehicles are restricted to designated routes other than to access undeveloped camp or picnicking areas within 150 feet of a Forest system road or trail to avoid conflicts with wildlife and livestock and prevent resource damage. Vehicles may be premitted to maintain or construct range improvements. One main access route up Cedar Hollow remains open for deer hunters when road conditions permit.

B. Implement seasonal closure to prevent resource damage.

C. Adequate law enforcement of trail users will exist.

D. Sufficient signing to insure O.R.V. users are acquainted with rules and restrictions while using the trail system.

E. Adequate measures are taken to control livestock where the trails pass through fences ie., cattle guards or other devices.

F. The "Boulevard Trail" paralleling Pine Valley and the Provo River will be closed to wheeled vehicle travel and open to over-the-snow "track" vehicles operating on snow. The area closed begins ½ mile south of Pine Valley and continues south approximately 2 miles to the Cedar Hollow Road intersection.

G. The attached map indicates prescribed management action necessary.

I have determined through the Environmental Analysis that this project is not a major federal action that would significantly affect the quality of the human

environment; therefore, an Environmental Impact Statement is not needed. This determination was made considering the following factors:

A. There are no irreversible effects.

B. The physical and biological effects are limited to the area of planned use.

C. No known threatened or endangered plants or animals are within the affected area.

Project implementation will begin immediately.

This decision is subject to appeal pursuant to Secretary of Agriculture Appeal Regulation 36 CFR 211.8.

A notice of appeal must be filed with this office within 45 days from date of the decision.

Wayne Anderson
District Ranger

10/1/86.
Date

Wasatch-Cache National Forest — Kamas Ranger District

Caring for the Land and Serving People

2350 Trail, Vehicle and Off-Road Vehicle Management

January 29, 1988

Murdock Basin OHV Trail

Forest Supervisor

On June 13, 1987, the Taylor Fork-Cedar Hollow ATV Trail System located on the Kamas District of the Wasatch-Cache National Forest was formally opened and dedicated after about one year of planning and preparation. It was the first of its kind to be developed on a National Forest in Utah and, after one season of use, has proven to be a valuable recreational asset to the ATV users and others of the State of Utah.

As of this writing another trail system on the District is in the planning stages. We feel that the Murdock Basin area may be another potential development site for an ATV trail system.

The purpose of this memo is to request funding from the Utah State Off-Highway Vehicle Account to aid in construction of the Murdock Basin Trail.

Following is an estimate of proposed improvement costs:

Trail Construction		
	5 miles ----------	$8500
Trailhead Development		
	one ----------	$5000
Signing		
	Trailhead & Trail —	$1800
		$15,300

Enclosed is a brochure on the Taylor Fork-Cedar Hollow Trail.

SAM WARREN
District ~~Forest~~ Ranger

Enclosure

Recommended Trail Specifications

Trail specifications to be incorporated into the Murdock Basin ATV Trail System are taken from the Trails Management Handbook as follows:

TRAILS MANAGEMENT HANDBOOK

Exhibit 1

ATV TRAIL (three-wheel/four-wheel vehicle) Guide

	Easiest	More Difficult	Most Difficult
Grade			
Max. Sustained	15%	25%	35%
Length	200'	300'	500'
Max. Pitch	20%	30%	50%
Clearance (One-Way traffic)			
Wooded			
Downhill side	2'	1.5'	1.0'
Uphill side	3'	3'	3'
Level	3.1' each side	2.6' each side	2.5' each side
Open			
Downhill side	2'	1.5'	1.0'
Uphill side	3'	3'	3'
Level	3.1' each side	2.6' each side	2.4' each side
Height	6'	6'	5'
Tread[1/]			
Width			
Minimum	6.2'	5.2'	4.8'
Maximum	7.2'	6.2'	5.8'
Surface	Relatively smooth, no roots or rocks protruding more than 3", tread plane flat, sweeping curves, no holes wider than 24" nor deeper than 6", loose sand is okay.	Section of relatively rough surface, no roots or rocks protruding more than 3", tread plane can be insloped 5% max, climbing turns, no holes wider than 36" nor deeper than 6". Loose sand is okay.	Relatively rough w/very rough short sections, no protruding rocks 3", tread plain can be insloped or outsloped 10% max, switchbacks, few sections with holes wider than 36" and deeper than 6".
Obstacles[2/] (Optional)	Wet xings 6" deep 10' long max, draindips okay, no waterbars.	Wet xings 10" deep 25' long, waterbars downhill okay. Few small logs less than 8" diameter.	Same as More Difficult except waterbars may be uphill and downhill.

TRAILS MANAGEMENT HANDBOOK

Exhibit 1--Continued

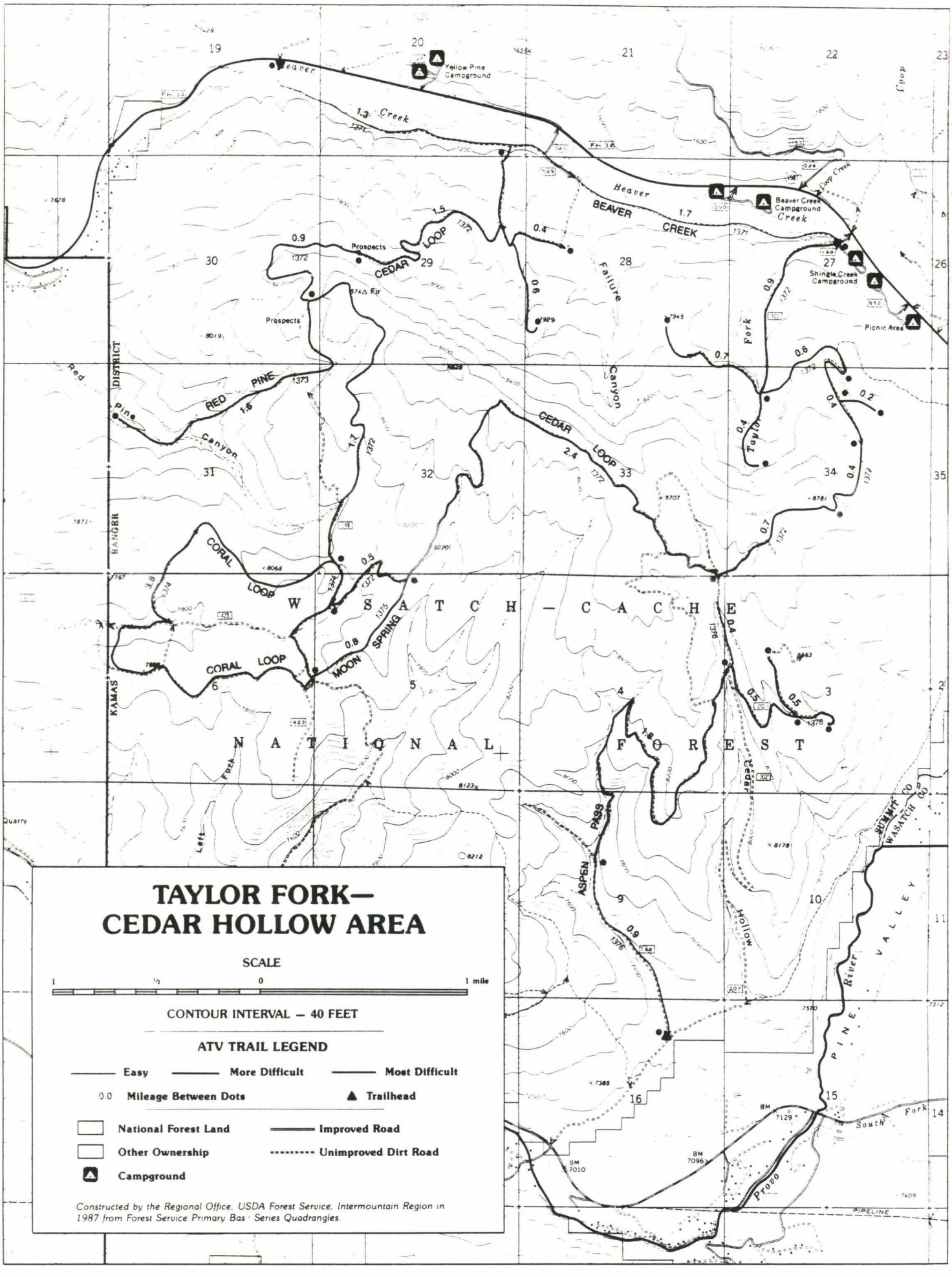
ATV TRAIL (three-wheel/four-wheel vehicle) Guide

	Easiest	More Difficult	Most Difficult
Exposure (Sideslope)	0% to 20%	20% to 30%	30% to 40%
Length	Less than 300'	300' to 500'	More than 500'
Traffic Flow	One-way, or two-way with turnouts	One-way, or two-way with turnouts	One-way, or two-way with turnouts
Length of Trip			
One-half day	3 miles	10 miles	15 miles
Full day	6 miles	20 miles	30 miles
Turns per 1/4 mile	2	6	11

1/ Increase tread width 6 inches on switchbacks or where side slopes exceed 30 percent.
2/ Avoid any type of sharp peaks in vertical alignment.

TAYLOR FORK-CEDAR HOLLOW

ATV TRAIL



TAYLOR FORK— CEDAR HOLLOW AREA

SCALE

1 ½ 0 1 mile

CONTOUR INTERVAL — 40 FEET

ATV TRAIL LEGEND

Easy — More Difficult — Most Difficult

0.0 Mileage Between Dots — ▲ Trailhead

National Forest Land — Improved Road

Other Ownership — Unimproved Dirt Road

Campground

Constructed by the Regional Office, USDA Forest Service, Intermountain Region in 1987 from Forest Service Primary Base Series Quadrangles.

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